



# THE SCUTTLEBUTT

## Diaries tell ship's story during war

By Preston Sparks

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### Special points of interest:

- A picture of the USS Cogswell DD-651 as the Izmir D342
- Cogswell statistics update
- The new Don Miller Ship-mate Locator Program
- Charleston reunion information & Pictures
- Las Vegas reunion update
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*(Article reprinted permission of The Augusta Chronicle)*

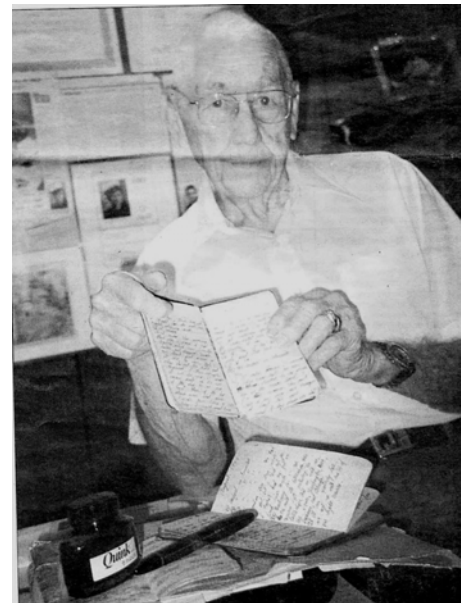
Fifty-eight years ago, Howard Johnson of North Augusta had no idea the diaries he kept while on a World War II destroyer would someday connect him with America's first astronaut in space.

But now, his diaries are helping a writer in North Carolina track Alan Shepard's past.

"I never thought I'd be connected to someone that famous," Mr. Johnson said.

Recently, Mr. Johnson was contacted by Neal Thompson of Asheville, N.C. Mr. Thompson is writing a book on the life of Mr. Shepard and was looking for someone who could tell him where Mr. Shepard's ship – the USS Cogswell – traveled and what those aboard experienced during WW II. The book is expected to be completed within a year and a half.

Mr. Thompson found out about Mr. Johnson after reading an



article on *The Augusta Chronicle's* Web site about diaries Mr. Johnson kept while on the Cogswell.

"He called and wanted to know if he could come down and go through my diaries," Mr. Johnson said. He asked me a lot of questions."

Mr. Johnson says he didn't know Mr. Shepard, although they

*(Continued on page 9)*

## New Life Membership Available

During the business meeting at the Charleston reunion, the Association voted to offer a new life membership rate. The program was adapted from a similar program offered by Tin Can Sailors.

Five crewmembers at the reunion took advantage of this program.

Current Association members who choose to convert to a life membership will be given credit for any dues already paid for membership beyond 2004 and for the past two years of membership.

Any crewmem-

bers claiming to be younger than Age 49 will have to produce a birth certificate!

***Life members rates:***

***Age 49 or younger (\$250)***

***Age 50 to 59 (\$200)***

***Age 60 to 69 (\$150)***

***Age 70 to 79 (\$100)***

***Age 80 and older (\$50)***

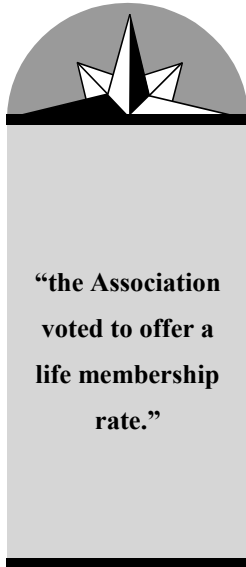
This new option will be included in the dues notices sent at the

end of this year. If you are paid beyond 2004, and wish to take advantage of the new life membership send the appropriate amount to:

George Overman

PO BOX 28597

San Diego CA 92198



“the Association  
voted to offer a  
life membership  
rate.”



## AFTER THE COGSWELL DD-651

### The Izmir D342

This picture was received from Dick Nicholson (65-67) of the USS Cogswell after being turned over to the Turkish Navy in 1969. The ship's name at this time was the Izmir D342.

The ship was eventually scrapped in 1981.



# USS COGSWELL DD-651 ASSOCIATION CONTACTS

**President:**  
Frank Wille  
107 Villa Rd  
Kelso WA 98626  
303-425-1855  
fowille@longfibre.com

**ATTENTION!!**  
Please send George your current e-mail address if it has changed recently. He is getting a lot of bounced messages. (bad addresses)

**Secretary/Membership:**  
George Overman  
P.O. Box 28597  
San Diego CA 92198  
760-721-5730  
uss-cogswell@destroyers.org

**Vice President:**  
Pete Daggett  
P.O. Box 876  
Acton, CA 93510  
661-269-2212  
padagge@rglobal.net

**Treasurer:**  
Orvil Williams  
10512 South 36<sup>th</sup> Ave West  
Colfax IA 50054-7516  
orvw@mchsi.com

## President's Letter Back to Charleston

By Frank Wille (63-65)

58 years after Cogswell moored in Charleston for decommissioning, we returned there for the 11<sup>th</sup> reunion of the USS Cogswell (DD-651) Association, May 20 – 22, 2004.

74 members (including at least 6 new members) and 40 guests participated in the reunion which was a rousing success. Dick Keil (AKA Biff Buffington) was local coordinator and is to be commended for his work with the hotel to make the reunion a success. The Clarion Hotel specializes in military reunions and it showed. The meeting room was large and ours

exclusively for 3 days; the dinner was well done; and the highlight was the unveiling of a photo of Cogswell, signed by all attending crewmembers, which will hang in the hotel lobby.

Special thanks to Cheryl Williams who coordinated the raffle which raised over \$800 for the association. George Overman and Orv Williams were instrumental in securing valuable prizes which increased interest in the raffle. Thanks, guys. We did not charge a registration fee this year and many members bought raffle tickets instead.

We enjoyed the

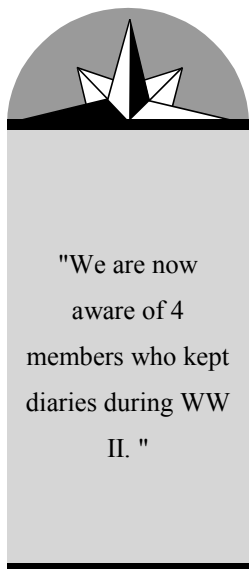
presence of Alice Lincoln at the reunion. Alice has been the mainstay of the Don Miller Locator Ser-



vice, personally contacting more than 100 crewmembers; several have joined the association.

We are now aware of 4 members who kept

*(Continued on page 12)*



"We are now aware of 4 members who kept diaries during WW II. "

# Kamikazes

Submitted by Tom Lillie

*"He was coming right at me. I could almost hear him say 'I gotcha.'"*

Joseph Ferrara

## War veterans looked kamikazes in the eye

### 133 survivors gather to recount past

By LAURA STEELE  
lsteelle@journalsentinel.com

World War II kamikaze attack survivors gathered in Milwaukee this weekend to recount their stories of fate and happenstance, that difference of a second, or an assignment, that spared their lives.

They are hopeful that they will meet again next year, but the numbers are against them. Last year's gathering in Washington state drew 429 survivors; this year's gathering totaled 133.

Some veterans, such as Adolph Rossman of West Allis, came to this year's reunion in hopes of finding fellow ship-

mates, but found none.

Organizing the event and producing a quarterly newsletter for the Association of Kamikaze Survivors has been a full-time job for association President Bill Sholin and his wife, Marilyn, of Bonney Lake, Wash.

"This is probably our last one," Marilyn Sholin said.

Despite failing bodies, the attack survivors' memories are sharp.

The morning of Sept. 11, 2001, brought Joseph Ferrara, 83, back to his gun post on the USS Macomb skirting the

*Continued page 8*



GARY PORTER / GPORTER@JOURNALSENTINEL.COM

Joseph Ferrara (right) tells Bill Sholin (left) and Ray Holder how he came nose to nose with a Japanese kamikaze pilot in World War II. The three talked at the Association of Kamikaze Survivors' convention in Brookfield.

## SAILORISMS (SLIGHTLY EDITED)

Submitted by Walt Dziedzic (59-62)

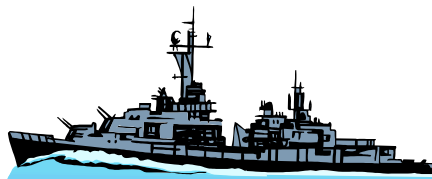
Me and Willy were lolly-gagging by the scuttlebutt after being aloft to boy-butter up the antennas and were just perched on a bollard eyeballing a couple of bilge rats and flangeheads using crescent hammers to pack monkey shit around a fitting on a handybilly.

All of a sudden the dick-smith started hard-assing one of the deck apes for lifting his pogy bait. The pecker-checker was a sewer pipe sailor and the deckape was a gator. Maybe being blackshoes on a bird farm surrounded by a gaggle of cans didn't set right with either of those gobs.

The deck ape ran through the nearest hatch and dogged it tight

because he knew the p\_\_\_ machinist was going to lay below, catch him between decks and punch him in the snot locker. He'd probably wind up on the binnacle list but Doc would find a way to gundeck the paper or give it the deep six to keep himself above board.

We heard the skivvywaver announce over the bitch box that



the breadburners had creamed \_\_\_\_\_ on toast and SOS ready on

the mess decks so we cut and run to avoid the cluster\_\_\_ when the twidgets and cannon cockers knew chow was on.

We were balls to the wall for the barn and everyone was preparing to hit the beach as soon as we doubled-up and threw the brow over. I had a ditty bag full of fufu juice that I was gonna spread on thick for the bar hogs with those sweet bosnias. Sure beats the hell out of brown bagging. Might even hit the acey-ducey club and try to hook up with a Westpac widow. They were always on the dance floor on amateur night.

If you understand this, you've been there.

## Stan Matyas

By Don Classen (51-53)

I was saddened to learn that Stan Matyas had passed away. I haven't met many ex-Cogswell shipmates after being assigned to the ComDesLant staff in 1954. But I was reunited with Stan in an usual manner.

About 10 years ago my wife and I moved into a new condo in Glendale, a suburb of Milwaukee. We were at a condo gathering meeting new people when my wife pointed out that the guy she had been talking to had also served on a destroyer. I didn't recognize the guy, but felt I was suffering from memory loss when he told me he had served on the Cogswell. My memory was refreshed once he said he was better known as "Motorboat." Stan was a first class torpedo man at the time, but said he went on to become chief and served on a mine sweeper.

I was one of the original crew that took the Cogswell out of mothballs in Charleston, S.C. in 1951. I attained the rank of YN3 before joining ComDesLant aboard the Yosemite in Newport, R.I. My term was up in 1955 and I was discharged and returned to college. Now 73, I look back at 4 years in the Navy as a terrific experience that provided

me with something lacking in many young men today—discipline.

Last August I officially retired after a career as a newspaperman. I have worked as a reporter and editor with newspapers in my hometown of Davenport, Iowa as well as Rock Island, Ill., Des Moines, Iowa, central Illinois and the Milwaukee area. I wound up with a terrific experience working for a suburban group in Hartland, Wis. We sold our condo in Waukesha, Wis. last summer and moved to one on the North Shore of Chicago. We really love it here near the lake and where the action is. I've seen Chicago Cubs and White Sox games, a Bears' game and hockey action in addition to gaining weight while dining at many great eateries.

Being close to the lake enables me to walk/jog a couple of miles every day the weather isn't too bad. Like most vets, I've gained a few pounds and am no longer the slim guy that served on the Cogswell. I really need the exercise.

With Wrigley Field only 4 "EI" stops away, my wife and I will see a number of Cubs' games this year. Being from Iowa, I'm also involved in University of

Iowa activities and continue to serve as secretary of the Milwaukee Area I-Club. After a disappointing Hawkeye basketball season, we'll take in most football games in Iowa City this fall. And a number of away games, too.

*I have volunteered to assist the Cogswell Association with writing and editing services for our members. If you have an interesting story relating to your adventures aboard the Cogswell just give me a call, write me a letter, or send an e-mail and I will be happy to assist with writing and editing your story. Contributors need not be concerned about making their story journalistically correct. I'll be glad to polish each story and return it to them to insure that everything is correct.*

Don Clasen  
5320 N. Sheridan Rd.  
No. 507  
Chicago, Ill. 60640  
773-561-5188  
ldclasen@sbcglobal.net



"I was one of the original crew that took the Cogswell out of mothballs in Charleston, S.C. in 1951."

## But, It Was Just a Little Spill!

Joe Anderson (66-68)

Thanks for sending the [membership] information. I found out about the Association by looking at the website. I noticed an e-mail address for old shipmate, Dick Lauk. He and I have corresponded some.

I was aboard USS Cogswell 1967-68. I attached an old photo. That's me after a spill during re-fueling. I think

maybe Dick Lauk was passing on the Captain's displeasure to me.



## Las Vegas Reunion 2005

By George Overman

An initial investigation began on our 2005 reunion in Las Vegas immediately after returning from Charleston, by utilizing the Las Vegas Convention and Visitors Bureau. It was immediately clear that Las Vegas is not the inexpensive town that it once was.

Early proposals from hotels in Las Vegas were beyond the limits imposed in my request for proposal. After talking to a couple of the hotel's event coordinators, it was suggested that we move our reunion to a date prior to the "high season," which starts mid September.

The Association committee was advised, and it was decided to move the 2005 reunion to September 15-17, 2005, so we can take advantage of better room rates.

A new proposal was sent and I have received additional offers which are better than the first round. I will put this information together and make a suggestion on the facility to the remainder of the executive committee.

Once the decision is made on the hotel, I will be sending the information in a separate mailing along with posting to the web site.

I also will be en-

closing a new survey, so we can gather input for future reunions.

For now, you can mark your calendars for this date. We are looking forward to seeing all of you at the Las Vegas reunion. I know I have a lot of work to do in order to outperform Dick Kiel and his Charleston reunion. Dick has set the bar and it will hard to meet the new standards.

If anyone has any suggestions for activities we may include in this reunion please forward them to me directly.



"The Association committee was advised, and it was decided to move the 2005 reunion to September 15-17, 2005"

# USS COGSWELL ASSOCIATION DATABASE STATISTICS as of 06/30/04

By George Overman (64-66)

*Our database contains 3285 names total.*

- **Active** = 331—up 17 ( paid dues are current)
  - Active members in remote regions of the world:**
  - Donald Hewkin (55-56) - Pureto Princessa City, Palawan Philippines
- **Inactive** = 141 - down 1 (have not paid dues for more than two years)
- **New** = 105— down 2 (New members found who were mailed a membership form, waiting for return.)
- **No Interest** = 207—up 5 (shipmates who have indicated they do not have any interest in the Cogswell Association)
- **Not Able** = 13 - no change (shipmates who are unable to participate for various reasons)
- **Deceased** = 203—up 11 (known deceased shipmates)
- **Not Located** = 2279 down 20 (continues to be the largest number in database - we still need help locating.)

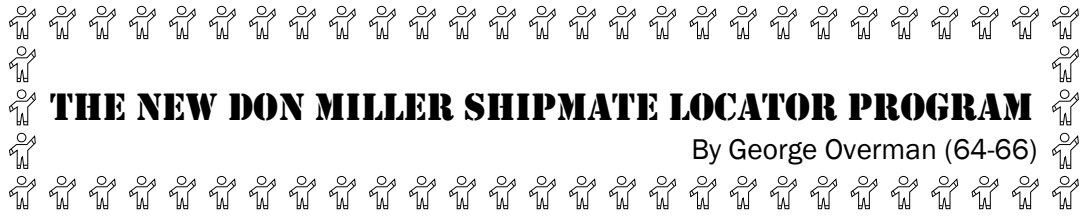
## New members January 01, 2004—July 01, 2004:

Last Name	First	City	State	Years Aboard	Rank
ACQUAVIVA	ARTHUR/NANCY	OLD BRIDGE	NJ	51-54	MM2
ADAMS	RICHARD/EVA	LAKELAND	FL	53-56	MR3
ANDERSON	JOSEPH	ROCKPORT	TX	66-68	LTJG
BRANTLEY	WARREN/B?	SPRING HOPE	NC	43-44	WIT3 (PLANKOWNER)
DOTY	WILLIAM	FOLLANBEE	WV		
FEIMER	MATHIAS/MARIA	HOPEWELL JUNCTION	NY	67-69	FN
GALINEA	CALVIN/JOYCE	MENOMINEE	MI	51-54	GM2
GRABILL	MARVIN	ELKHART	IN	63-65	
GRIFFITT	JOSEPH	PHILADELPHIA	PA	63-64	RD3
HENSLEY	RONALD/DONNA	CINCINNATI	OH	57-59	SN
HOFFMAN	WILLIAM/JUNE	FLUSHING	NY	52-59	BM3
(William could possibly be the longest serving crewmember on the Cogswell?)					
JUDSON	W. HADDON/AILEEN	CONSHOHOCKEN	PA	63-64	SN
KIRKLAND	KENNETH/CAROL	IDAHO CITY	ID	66-67	E3
LINCOLN	KEVIN/ALICE	COLFAX	IA	FAMILY	
MADDEX	DONALF/BETTY SUE	HENRY	IL	53-56	FT3
MOHLER	HARRY	WARNER ROBINS	GA	65	
PALL	JOHN/BLANCHE	DRIPPING SPRINGS	TX	43-44	SN (PLANKOWNER)
REICHENBACH	RONALD	MCKEESPORT	PA	64-66	SN
RHODES	ARLAN/SARAH	TOOELE	UT	61	SA

## Known Deceased since January 2004

Last Name	First	City	State	Years Aboard	Rank
BATES	RAYMOND		MA	45	ENS
BENGTSON	KERMIT	YUCCA VLY	CA	44-46	LTJG
BORTON	NORMAL			62	SMC
HALFHILL	OWEN	BEAVER FLS	PA	45-46	FA
HALLIN	MARVIN		MN	53-54	FN
HIERLING	EDWARD	SILVER SPS	MD	43-44	SK2
LETCHWORTH	HALLY	LAGRANGE	NC	55-57	TM2
LUKER	LARRY	PRATTVILLE	AL	63-64	FN3
ROWE	W	RIVERSIDE	CA	63-64	SN
WEITZ	ALBERT	S. FRANCISCO	CA	59-62	RD3





# THE NEW DON MILLER SHIPMATE LOCATOR PROGRAM

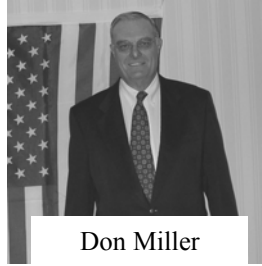
By George Overman (64-66)

As many of you know, this program is named after the person who was instrumental in finding a large number of crewmembers who have joined the USS Cogswell DD-651 Association. I was one of those crewmembers located by Don Miller when he called me on a Sunday afternoon many years ago. It is calculated that Don located somewhere near 500 crewmembers during his "searching days."

Don was also the first president of the Cogswell Association founded by Chad White. Don served dutifully in this capacity until 1999, when Frank Wille took over the helm.

The original Don Miller SLP was designed to reward individuals for locating our missing crewmembers. We had limited success with this program, so it is time to regroup by develop-

ing a new rewards program. We still have over 2000 missing crewmembers that need to be found. The following



Don Miller

are the details of the new & improved Don Miller Shipmate Locator Program

1. Locate and sign up five new crewmembers get a Cogswell hat.
2. Locate and sign up ten new crewmembers get a Cogswell T-shirt.
3. Locate and sign up 25 new crewmembers get a Cogswell leather jacket.

By the time you have located and signed up 25 members, you will have a

hat, T-shirt, and leather jacket.

Individuals volunteering for this program will have complete responsibility for locating crewmembers on a list provided.

Other than printing out and mailing the membership forms (I will do this) the volunteer will have to do all the calling and any follow up to get the members signed up. We award the "gifts" when membership dues are paid by the new members. I will keep track of this information within our database.

Your committee hopes that this new program will create new interest in finding our missing crewmembers.

Just ask those who have been at reunions where they rekindle friendships they had over 30, 40, or even 50 years earlier. I have never heard anyone say they were unhappy to meet these old friends.



**"By the time you have located and signed up 25 members you will have a hat, T-shirt, and leather jacket."**

## USS RONALD REGAN CVN-76

Submitted by Dick Lauk (65-67)

*In response to an e-mail message sent the attached picture of the Ronald Regan, transiting the Straits of Magellan we received this from Dick Lauk.*  
\*\*\*\*\*

Very interesting. Thanks. I made the same transit of the straits of Magellan in July 1975 aboard USS Robert H. McCard. It was a little scary but was also very exciting. We made an

overnight stop at Punta Arenas Chile which I believe is the southern most inhabited city in the world. The main industry of Punta Arenas was fishing and King Crabs. The most vivid recollection was the king crabs that were as big as wash tubs and delicious. You wouldn't believe the abundant sea life in those

arctic waters. The water was so saturated with sea life that the Sonar was useless. It was quite an experience. ....  
Dick Lauk





*(Continued from page 1)*

were on the same ship "because he hadn't become famous yet," But he tells stories of how he and other sailors aboard the Cogswell narrowly escaped death during the war. Mr. Johnson also has been given a commendation letter for his service on the ship; which includes a mention of then-Ensign Alan Shepard.

"We had a lot of close calls," Mr. Johnson recalled.

Mr. Shepard, who died in 1998 and was one of only 12 people to walk on the moon, joined the Cogswell in the South Pacific in August 1944. Mr Johnson had been on the ship since 1943, but he said some of the largest battles the Cogswell fought occurred while Mr. Shepard was aboard.

There was Sept. 13, 1944 when several Japanese war planes attacked nearby ships surrounding the Cogswell.

"Today a Jap plane caught the whole task force off guard," Mr. Johnson wrote in his diary.

"A Jap plane came in and dropped a bomb at the Lexington (an aircraft carrier) but missed and then strafed the decks of the carrier Essex."

That confrontation occurred near the Philippines.

Then there was Oct, 16, 1944.

"About 1,600 Jap planes again attacked us," he wrote. "We drove them all away but two. Boy this is the worst spot I've ever been in. We are very low on fuel and

way out-numbered if the Jap fleet catches us."

At times, the weather wasn't helpful, either. In December 1944, the Cogswell encountered a massive typhoon, Mr. Johnson said.

"That was about as bad as the war," he said.

But probably the worst battles for the Cogswell occurred near Okinawa.

"Boy we had a close call today," Mr. Johnson wrote June 10, 1945. "A Jap suicide plane started for us. He started for us and changed his mind and hit the Porter (another destroyer."

The Porter sank 2 ½ hours later. "I watched her sink," Mr. Johnson wrote.

"Boy, I sure wish we would leave this place."

On June 16, 1945, a similar fate nearly befell the Cogswell.

"One bomb just missed us," he wrote. "It was so close, it threw shrapnel all over the ship."

The nighttime wasn't safe off the coast of Okinawa. Mr. Johnson said Japanese soldiers would swim out to American ships, climb aboard and attack soldiers.

"That's why they issued all of us a knife," Mr. Johnson said. "They would come aboard ship and try to kill us."

Still, for all its bad, there was a shining moment at the end of the war.

"Our destroyer, was the first American ship to enter Tokyo bay after they surrendered," he said.

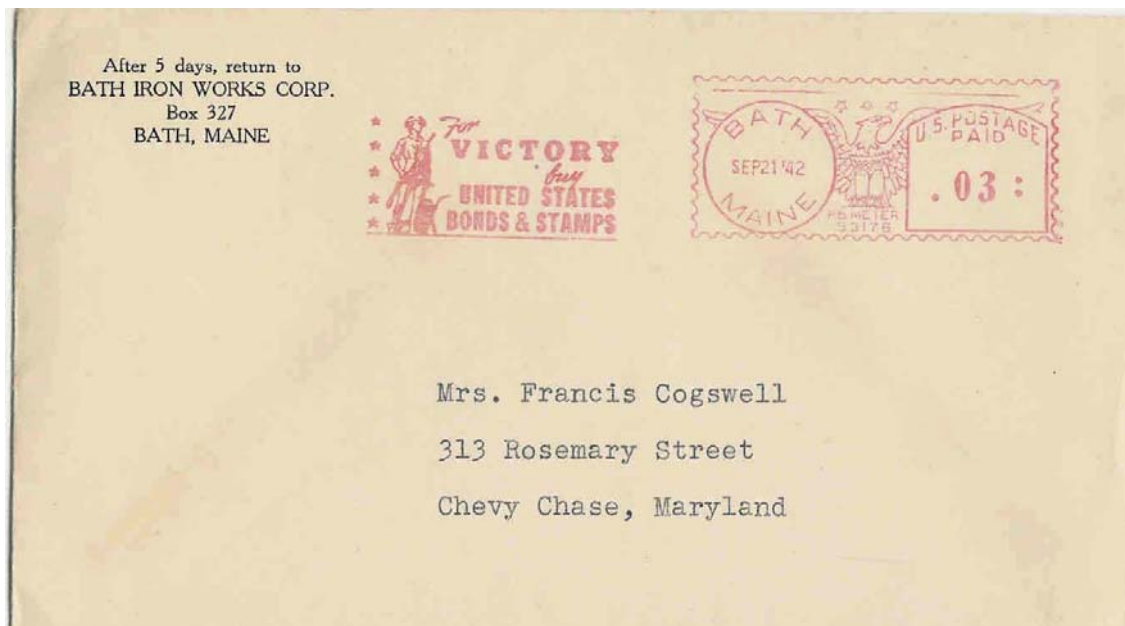
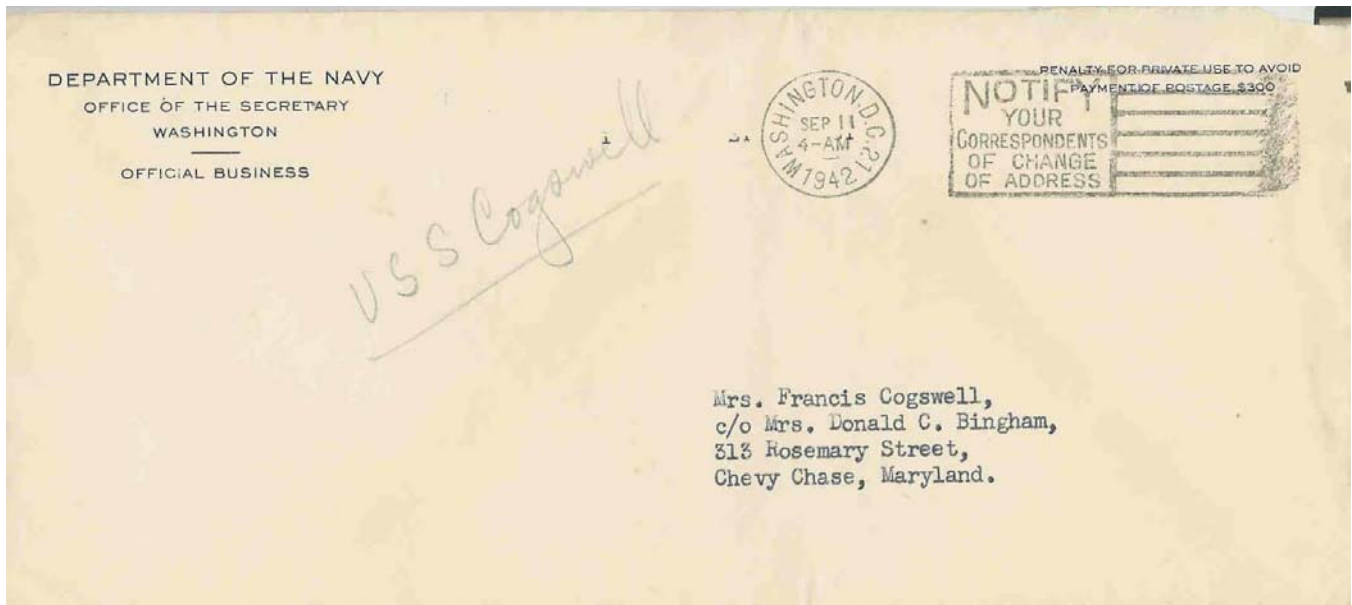
New Cogswell picture submitted by Howard Johnson at the Charleston reunion. Anyone sea sick yet?

Underway refueling during WWII. They just didn't have time to wait for calm seas.



## USS Cogswell DD-651 Memorabilia

A recent acquisition by the USS Cogswell DD-651 Association resulted in several pictures and documents previously owned by Captain Francis Cogswell, one of our ship's namesakes. Ms. Barbara Roddy of Sandstone Virginia purchased these documents at an estate sale and recently offered them for sale on e-Bay. Orvil Williams was successful in bidding on the material. He is now negotiating with Barbara on any remaining material she may possess. The documents will be kept for safe keeping by the Association and copies will be presented in future newsletter articles and/or posted on our web site.



THE SECRETARY OF THE NAVY  
WASHINGTON

DD651 / SB-2 (2)

SEP 10 1942

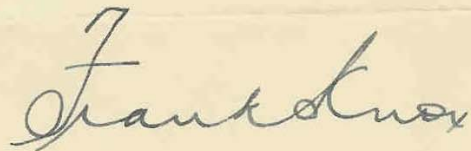
My dear Mrs. Cogswell:

It gives me great pleasure to designate you as joint sponsor with your sister-in-law, Mrs. Donald C. Bingham, to christen the USS COGSWELL, named in honor of your father-in-law, the late Rear Admiral James Kelsey Cogswell, U. S. Navy and your husband, the late Captain Francis Cogswell, U. S. Navy.

The Supervisor of Shipbuilding, USN at the plant of the Bath Iron Works, Bath, Maine will arrange with you all details connected with the launching which is scheduled to take place at that plant June 13, 1943 and he will also advise you should there be any change in the launching date.

Will you please advise the Department if you will be able to act as joint sponsor for this vessel when she is launched.

Sincerely yours,



Mrs. Francis Cogswell,  
c/o Mrs. Donald C. Bingham,  
313 Rosemary Street,  
Chevy Chase, Maryland.

(Continued from page 3)

diaries during WW II. We have used these diaries to supplement the official ship's history and to add spice to the reunion discussions (it was fun to compare notes on certain days to see the differences in interpretation due to individual location within the ship). All agreed that the picket patrol off Okinawa was very high risk and they agree that they were told that Cogswell was the first ship into Tokyo Bay following the end of the war.

After a long and spirited campaign, your slate of officers was reelected. No one was injured by the runaway locomotive.

The next reunion will be Oct 2005, in Las Vegas. George Overman has graciously agreed to handle arrangements and if you remember the San Diego reunion, you know it will be a roaring good time. George will advise the dates and hotel soon. Be prepared to answer a survey concerning the location of future reunions; we value your input.

## Survivors of kamikaze attacks recount past

VETERANS, From 1B

coast of Okinawa on May 3, 1945. That day he met nose-to-airplane-nose with a Japanese kamikaze pilot who killed his gunner crew.

"He was coming right at me. I could almost hear him say, 'I gotcha,'" Ferrara said. "He had on his helmet, and he had a green scarf around his neck. If I saw that man today, I could pick him out. I could pick him out of a thousand people.

"And I was looking right in the pilot's eye . . . 4 feet in front of me before he crashed inside and blew everything up, set everything on fire and killed all the people. He blew me up in the air like a burning candle, and I landed in the water. That's what put the fire out and saved my life."

Ferrara was instantly back on the deck of that World War II Navy destroyer 56 years later as he watched the Sept. 11, 2001, terrorist attacks on television.

"When the planes came inside that building, I could see that Japanese pilot. I felt like I was in that building with them. I came apart for two months. My wife thought I was crazy," Ferrara said.

Bill Sholin, 81, a kamikaze survivor, founded the association in 1997 out of frustration that kamikazes had been overshadowed by battles in Europe. Nearly 80% of destroyers protecting troops at Okinawa were hit by kamikazes, causing tens of thousands of deaths.

"How they could ever overlook it, I won't ever understand," said Sholin, who has written two books about World War II kamikazes.

"We knew eventually we were on an expendable list anyway because we were there just to protect the rest of the Army, the Navy, the supply ships. But that's why they had to wipe us out with 5,000 Kamikazes and planes. They would just keep coming every day," Sholin said of the destroyer-kamikaze battle that lasted for four months in the waters surrounding Japan.

"We were the sacrificial lambs," Ferrara said. "We were already written off. That's a heck of a feeling — knowing you were sent out there and not expected to come back."

Despite certain fatalities, the young men were eager to be part of the mission. Ray Holder enlisted in August 1941 — as a 15-year-old in Richmond, Va. With a dubious ink smear on his birth certificate and the wink of an ROTC officer, Holder was able to join his friends and brothers.

The crews of Navy destroyers shared a creed: "We look 'em in the eye to stand and die," Ferrara said.

For Anthony Krafcheck, 83, that meant disobeying orders to abandon his ship, the USS Hazelwood, when it was hit by a Kamikaze plane April 29, 1945.

"We figured we could bring her back," Krafcheck said, with tears rolling down his cheeks.

### How To Install Software, a 12-Step Program Submitted by Carl Fairfield

1.) Examine the software packaging until you find a little printed box that explains what kind of computer system you need to run the software.

It should look something like this:

SYSTEM REQUIREMENTS  
2386 PROCESSOR OR HIGHER  
628.8 MEGAHERTZ MODEM  
719.7 MB FREE DISK SPACE  
3546 MB RAM  
432323 MB ROM  
05948737 MB RPM  
ANTILOCK BRAKING SYSTEM  
2 TURTLE DOVES

NOTE: This software will not work on your computer.

2.) Open the software packaging and remove the manual.

This will contain detailed instructions on installing, operating, and troubleshooting the software. Throw it away.

3.) Find the actual software, which should be in the form of either a 3.5-inch floppy diskette or a CD-ROM, located inside a sealed envelope that says: LICENSING AGREEMENT: By breaking this seal, the user hereinafter agrees to abide by all the terms and conditions of the following agreement that nobody ever reads, as well as the Geneva Convention and the U.N. Charter and the Secret Membership Oath of the Benevolent Protective Order of the Elks and such other terms and conditions, real and imaginary, as the Software Company shall deem necessary and appropriate, including the right to come to the user's home and examine the user's hard drive, as well as the user's underwear drawer if we feel like it, take it or leave it, until death do us part, one nation indivisible by the dawn's early light,... finders keepers, losers weepers.

4.) Hand the software to a child aged 3 through 12 and say, "(Name of child), please install this on my computer."

5.) If you have no child age 3 through 12, insert the software in the appropriate drive, type "SETUP" and press the Enter key.



## Charleston Reunion Attendees (Crewmembers)

### Attendees:

Richard Adams (53-56)  
 Mike Adamsen (58-60)  
 John Barwinczok (51-52)  
 Jack Barlow-Butcher (43-45 –PO)  
 Kermit Bengtson (44-46)  
 Art Blain (68-69)  
 Thomas Bossler (53-56)  
 Al Burns (66-68)  
 Frank Cadell (56-59)  
 Stephen Capone (43-46 – PO)  
 Leroy Carlin (59-62)  
 Andrew Castro (65-66)  
 Ray Cauthen (43-45 - PO)  
 Ross Cook (59-61)  
 Pete Daggett (63-66)  
 Dick Dunbar (58-61)  
 Walt Dzedzic (59-62)  
 Ron Eberle (66-68)  
 Don Ebert (45-46)  
 John Fabian (65,66)  
 David Fouts (59-61)  
 Norm Galloway (58-62)  
 Marvin Graybill (63-65)  
 Jay Hardy (61-64)  
 Vernon Harper (59-62)  
 Merlin Hendrickson (53-56)  
 Joseph Hennessey (54-56)  
 William Hoffman (55-59)  
 Ed Houle (59-62)  
 Howard Johnson (43-45 – PO)  
 Donald Jones (59-61)  
 W. Haddon Judson (63-64)  
 Dick Kiel (57-58)  
 Bruce Kittridge (64-67)  
 Steve Kurcinik (61-65)  
 Leon Lassitter (52-55)  
 Tom Lillie (57-60)  
 Donald Maddex (53-56)  
 Larry McCoy (45)  
 Murray Miles (53-55)  
 Don Miller (56-60)  
 Woodie Miller (45-46)  
 Orval Mills (61-65)  
 Harry Mohler (65)  
 Don Moog (66-69)  
 J.W. Morris (66-68)  
 Dan Nelson (43-46)  
 Lowell Nienstedt (45)  
 George Overman (64-66)  
 Al Paradiso (43-46 – PO)  
 Peter Patterson (51-55)  
 Ray Piez (64-67)  
 Edwin Potter (43-45 – PO)

Jay Ranney (65-68)  
 Terry Read (65-66)  
 John Rikard (61-62)  
 J.R. Robinson (58-60)  
 Carl Rogers (43-46 – PO)  
 Bill Rose (45-46)  
 Carl Scherr (52-55)  
 Alleston See (52-56)  
 Gale (Jam) Sessions (64-67)  
 Don Shortell (43-46 – PO)  
 Sterling Spell (44-46)  
 Lamar Steigerwalt (60-62)  
 Jack Stevenson (53-56)  
 Robert Stormont (58-59)  
 Jim Touse (51-55)  
 Don Trantham (62-65)  
 Frank Wille (63-65)  
 Orvil Williams (65-68)  
 Ed Winslow (44-46)

We apologize for not having the partner's names listed, but we had an incomplete list and did not want to make it a partial list. We will do a better job next time.

**USS COGSWELL DD-651**

FINANCIAL STATEMENT  
 USS COGSWELL DD651 ASSOCIATION  
 REUNION CHARLESTON SC 2004

MAY 1, 2004	CASH ON HAND OR IN BANKS	\$10,183.45
	DEPOSITS	
	TOTAL PROCEEDS FROM REUNION	\$6,198.00
MAY 4,04		\$ 180.00
	TOTAL DEPOSITS	\$6,378.00
	DEBITS	
	TCS DONATION	\$ 250.00
	REUNION BANQUET	\$2,769.20
	HOSPITALITY ROOM	\$ 652.76
	TOTAL REUNION EXPENCES	\$ 3671.96
	REUNION PROCEEDS	
	DUES COLLECTED	\$ 705.00
	BANQUET DINNERS	\$ 2,472.00
	MERCHENDISE SALES	\$ 2,211.00
	RAFFLE TICKETS	\$ 810.00
	TOTAL REUNION PROCEEDS	\$ 6,198.00
	TOTAL CASH IN BANKS 5/28/04	\$16,561.45
	BALANCE AFTER REUNION EXPENCES ARE DEDUCTED	\$12889.49

# USS COGSWELL DD-651 2ND ANNIVERSARY PUBLICATION

Submitted by Lowell Nienstedt (1945)

This document was presented to the Association at the Charleston Reunion by Lowell Nienstedt. We are reprinting this document here. We think it may be of interest to many readers. The document flows over the next several pages.

Lowell H. Nienstedt, SK 1/2



# BIRTHDAY NOTES

### DEDICATION

**W**e, the staff, being of sound mind (despite what Dr. Kelley says,) in an unusual generous mood and with out aid of fanfare, etc. etc. wish to dedicate this conglomeration of facts, fun, fiction and foolishness to those men, who two years ago today put the good ship U.S.S. Cogswell in the service of Uncle Sam at the Charlestown Navy Yard, Boston, Mass.

It is our sincere wish that when this day of August comes upon us in 1946, the world is at peace and the uniform of the day is-----CIVVIES for all those who wish it.

And for the regulars we hope they are somewhere between the east and west coasts of the United States enjoying some of that liberty they knew before the Nips forced us into bloody World War II. And for every day spent in this wonderful Pacific paradise reward them with a good month of stateside duty. And let their only gripe be---too much liberty and not enough money!!!!

### THE STAFF

Editor-in-Chief.....H.H. Bosworth  
 Art Editor.....J.F. Plain  
 Reporters.....J.F. Huber  
                                       J.C. Marvin  
 Printer.....J.F. Padden  
 Adviser.....Lt. J.B. Collins

### N-O-T-I-C-E

Despite the fact the ship will not be in port today there **WILL** be a second anniversary celebration.

Plans are now being made for a beer party, one that promises to be even better than last year's and will be held as soon as an opportunity permits after the ship drops anchor.

Lt. J.F. Gunther is in charge of the celebration.

### CAPTAIN'S MESSAGE

**T**he Cogswell grows old and so do we. We grow stuffy, we rot away physically, life passes us by.

### SAME PEOPLE

The girls in the States grow older and we can't help them to have fun while they grow. Those who are essentially civilians lose touch with their business or trade. The lakes and the rivers are choking with fish because none of us are there to catch them.

All the good liquor is running down the throats of the AEs and the so-called defense workers (who work eight hours a day and go home every night and who draw three times as much pay as any of us.)

Yes, as the Cogswell becomes two years old we grow old too. It's a black picture. We spend months after months sitting at our general quarters stations, or shoot at sleeves writing and watching at One Easy, or pass mail and stand watch around the clock and see the same people day and night.

We get a few days rest every month or two but when we go ashore we find ten thousand others too, all trying to share the same bottle of beer and the same two feet of space. Yes, it's a black picture.

But is it so black? Have you ever asked yourself why all this? If you do, you'll find it is not so black after all.

There is a purpose behind it and we aren't really rotting away. Look what has happened to Germany and the people of Germany. Look at what is now happening to Japan and to the people of Japan. How would you like to be in their place? Did you ever stop to think if all of us did not do just what we are doing now we would all be behind the eight ball instead of the Germans and Japanese.

It takes power to lick power and power is plenty of ships that can go where they are needed and the Cozy Cog is one of the ships.

(Cont. on page four)

# SHE'S GROWING OLD

Two years ago today, on a sun drenched August afternoon, a new trim destroyer was commissioned at the Charlestown Navy Yard, Boston, Mass.

## BOISTS RECORD

To the yard workers she was just another tin can but to us she was the U.S.S. Cogswell---DD651, our place of residence until further notice.

History books may never record that day as a date of major importance but it will long be remembered by us for it marked the beginning of an important and interesting phase of our lives.

And thus today, we pause for a brief period to help the young lady celebrate her second birthday.

She is still a youngster but she has been around and for a two year old boasts a record that will stand up with the best of them when the final statistics of World War II are tallied up and entered in the ledger.

There is no doubt that the war lords of Japan realize they picked the wrong back to knife at Pearl Harbor. The Cogs can rightfully take some of the credit for making them see that international crime, like any crime, does not pay.

From Pearl Harbor to Tokyo in 18 months isn't brooding speed records in this modern age but it is pretty fast considering there were a few stops on the way, stops where the welcome sign did not hang.

As a member of the famous Task

force 58 and the equally famous Third Fleet, the Cogs portrayed a role in many of the biggest shows in the Pacific theater---shows such as the invasion of the Marshalls, Saipan, Guam, Tinian, Palau, Philippines, Okinawa, and Hollandia Bay and the two battles of the Philippine Sea where the Jap fleet was handed its greatest setback of the war will never be forgotten.

And just recently the name of the ship broke into newspapers the country over along with others that pranced into Japan's back yard to dare the remains of the Jap fleet to come out and fight and helping to paste every nook and corner in Tokyo itself.

The little girl has come a long way and you can bet she will be in the midst of things when the Japs fall on their now wobbly knees and cry out for mercy.

Some day soon the Cozy Cogs will slip into Yokohama Bay, drop the anchor and rig the movie screen on the fore-castle.

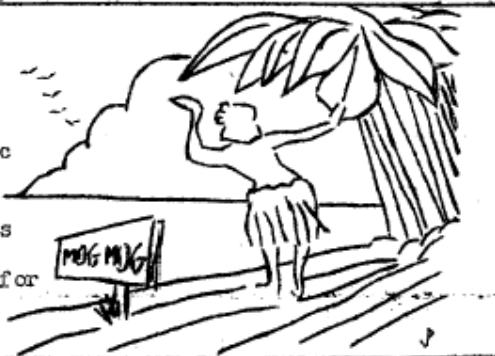
And this little act will be her simple way of telling the world that Japan has been secured.

To us it will mean the climax of a long voyage, a voyage that started in Boston for a new trim destroyer and a green crew. A voyage that will never be forgotten for it can't be. These years will never be erased.

Yes, the Cogs has been around. You can tell it by just looking at her. She's not the stay-at-home-type! She's fast, you might say. But she will always be able to take care of herself.

## PLAN THAT POST-WAR TRIP NOW

The AMERICAN STEAMSHIP COMPANY has for your pleasure planned cruises to the countless islands of the Pacific taking in such beautiful playgrounds as magnificent Mog-Mog, Saipan, Guam, Okinawa and many others. Moon-lite nites of silver splendor, days of pleasures you will remember. Don't wait send now for our free booklet TRAVEL EASE 1556 main st. AMERICAN S.S. CO. N.Y.







## OUR CAPTAIN

An executive officer's dream came true a few months ago when Lt. Comdr. R.N. Perley Jr. succeeded Comdr. R.E. Lockwood as commanding officer of the U.S.S. Cogswell.

### INTERESTING LIFE

An executive officer naturally looks forward to the day when he will have his own ship and thus April 7 was a great day in his life, for after having served as executive officer under Comdr. H.T. Deutermann and Comdr. Lockwood, he was given command of the ship.

The captain's life has been more than a bit on the interesting side and one that has had all the 48 States and numerous foreign countries as a stage.

Lt. Comdr. Perley was born at Boston, Mass and has been on the go ever since, never remaining in one place more than a year. He carried books to and from schools in twelve states besides in the Philippines and Panama.

Looking at the civilian side of his life, he sums it up simply but very nicely with, "no civilian experience". However he is a marriage veteran of four years although he has spent but eleven months of that time at home.

Leaning to the military side it is noted he has had two years each of ROTC and CMTC and a year in both the Army and Navy reserve. He entered the Naval Academy in 1935, graduating in 1939.

In addition to the Cogswell the captain has seen service aboard the Maryland, Kearny and Earle; his duties taking him to China, Japan, Philippines, Siberia, Europe, Africa and Panama.

There is grounds for a friendly family argument once a year when Army and Navy meet in their traditional grid-iron classic as his father is a colonel in the Army.

### CAPTAIN'S MESSAGE (Cont.)

Perhaps we don't sail alone into Tokyo Bay sinking ships to the right and left, splashing plywood bi-planes on all sides and shooting at the beach for good measure.

Our lot may be just standing by to stand by. All we have to do is be

## DUTCH COMES BACK

A very familiar and most welcomed figure, if he is close enough to make it, is expected to be on hand to help celebrate the ship's second anniversary.

### SEASONED VETERAN

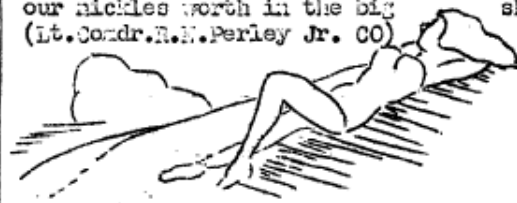
Capt. Harold T. Deutermann is the name. As a Commander, Capt. Deutermann, affectionately known throughout the fleet as the "Flying Dutchman" put the ship in commission, taking a new ship and green crew, except for a few who boasted sea duty, and guiding both through the shake-down stage. It was he who was such a major factor in moving the Cogs out of the "boot" class and placing her in the big time. She was a seasoned veteran of such engagements as the Marshalls, Truk, New Guinea, Marianas and the Bonnins when he left for new duty in October of last year.

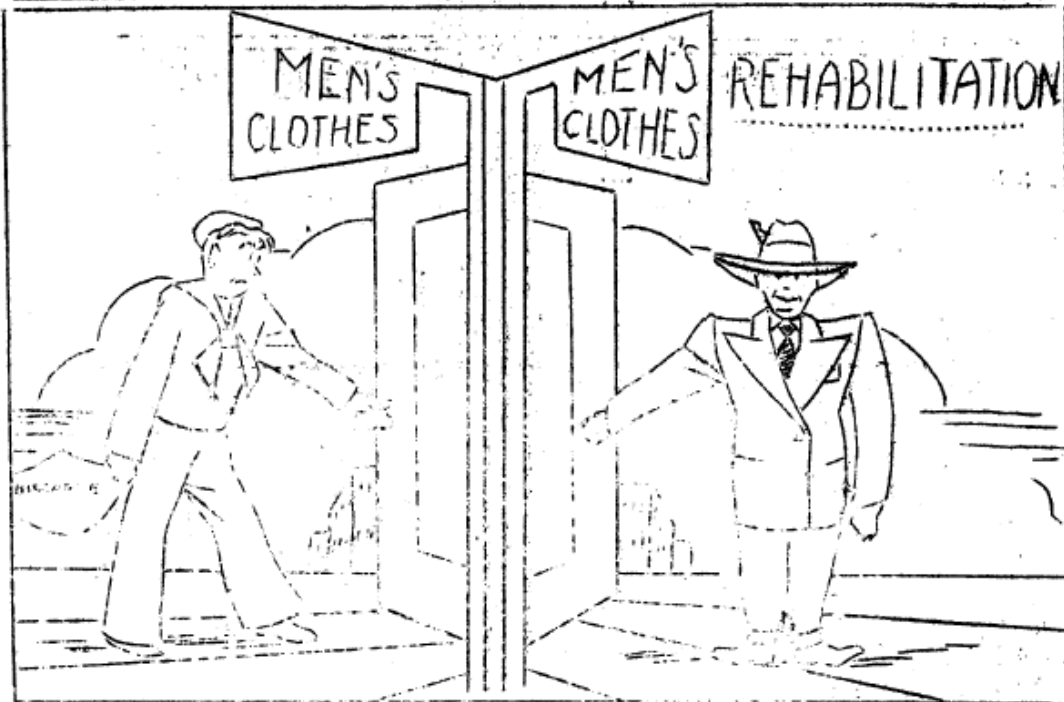
Comdr. Deutermann was promoted to the rank of Captain and presented a division of destroyers shortly after he bid farewell to the Cogswell and with this division saw a great deal of action in the bloody Okinawa affair.

Now "Dutch" is back as our squadron commander, having recently taken command of Desron 50. Although he will not operate from aboard the Cogs, it is certain he will find more than one excuse to come aboard as the Cogs, being his first command, will always have a soft spot in his heart.

And thus when the anniversary party arrives at the beach it may see that familiar face and smile again. Yes, it's "Dutch"----it wouldn't be a celebration without him.

certain that our ball club is ready to dish it out when the excitement comes our way. If you stop to think why we do what we do from a long range view point you'll see it's not such a black picture and although we pass away time while the ship grows old we are still putting in our nickles worth in the big show. (Lt. Comdr. R.N. Perley Jr. CO)





## FACTS AND FIGURES

1. There are 22 officers and 344 enlisted men aboard ship.
2. The amount of money drawn by officers and crew the past two years comes to \$856,056.24.
3. We purchased about \$80,575.00 in Bonds on three War Bond Drives. That plus Bond Allotments makes a grand total of \$178,309.00
4. Better than 440 tons of provisions consumed at a value of \$162,032.53.
5. Around 1,455,400 cups of coffee downed since the ship went into service. More than 12 tons of coffee grounds.
6. 375,000 packages of cigarettes purchased from the ships store. That's a lot of cigarettes, 7,500,000 to be exact.
7. Of the original crew 151 enlisted men and 8 officers are still on board.
8. Each of the original crew has stood approximately 4,560 hours on watch.
9. Over 9,000,000 gallons of fuel used. Enough fuel to heat a Northern city of 50,000 population for a period of one year.
10. The ship has traveled better than eight times around the world-196,733 miles. To travel via ship 1st class, this distance would cost \$9,836.65.
11. We have expended well over one hundred tons of ammunition - 6,370 rounds of 5", 18,985 rounds of 40mm, 29,042 rounds of 20mm, five Torpedos fired and one hundred three depth charges dropped.
12. The ship has gone to general quarters 505 times, spending a total of 923 hours and 32 minutes there.
13. Longest time spent at general quarters 38 hours 02 minutes.
14. We have purchased approximately \$5,620.88 in postage stamps, nine tenths of it for air mail stamps. About 82,768 air mail letters have gone off the ship.

# THISA 'N THATA

## REQUIEM

Isn't it nice to be back with '38  
 To rise so early and sleep so late;  
 To hang on the pelorous, to keep  
     in ranks,  
 And, every night to have a session  
     with Nancy Hanks.  
 To swing it six, ring up speed two  
     two  
 Wrong range and bearing bring a posit  
     with rue;  
 Carriers to the right of us, carriers  
     to the left  
 The Japs have claimed an industrial  
     theft.  
 To have done it before, and can do  
     it still,  
 To pass the mail, and pray for a Jill;  
 We saw one once and all went black  
 An electrician mistook his feet for  
     his back.  
 Off North Luzon, we fired our fish  
 The target, a Jap nautical medium dish,  
 The fish they ran, the words they flew  
 But, alas, the nips had begun to slow.  
 North of the bonnins on a rainy night,  
 We sank what we claimed a cruiser  
     light;  
 As the night went on, the cruiser grew  
 Came the morn we found a Matsuo Maru.  
 To the Philippines, Saigon, and China  
     sea south  
 We walked right into his yellow mouth,  
 From Majuro, Guam, and Palau we came,  
 Always playing the fast carrier game.  
 Then home we went in '45  
 Most of us feeling more dead than alive  
     alive;  
 We saw Long Beach, the PE, and the piks  
 All of us went wrong, none went right.  
 And back we came in '45  
 Most of us hung over, a little alive,  
 To Pearl, to Ulithi, and Okinawa too,  
 They sent us to sink on Roger Peter  
     Two.  
 Suicide duty for the suicidal Japs  
 We tasted it, hated it with so few  
     naps,  
 And, now we are back in our good old  
     rate  
 Steaming along with '38.

(By Lt.(jg) J. K. Cogswell, III)

## ALUMNI

Keeping tabs on those who have left  
 us-----E. Orfraidi is aboard the U.S.S.  
 Guam....Rice, CFC and Hamilton FC3/c  
 both out on medicals....Arnold Perry is  
 striking for gunner's mate on the U.S.S.  
 Boise.....Frankie Grauer now a land-  
 lubber with permanent duty at Piney Point  
 Maryland....Champion now TR2/c on the  
 U.S.S. Hamul....Gadder, SC2/c is stat-  
 ioned at a navy hospital on the West  
 Coast....Kaberline is now a SF2/c with  
 the amphis in Hawaii. Kobe did all right  
 for himself, married and has another  
 sidvvy waver on the way....Chick Oliver-  
 in, at last report, was at the naval hos-  
 pital in Long Beach....Lt. Bowen Blair is  
 executive officer aboard the U.S.S. Dale..  
 Doc Roberts has shore duty in QUINCY  
 (it's pronounced Quinzy, bud) Mass. and  
 got himself a missus....Schona, who  
 used to toss the hash around in our gal-  
 ley is doing the same in Boston.....  
 O'Toole is aboard an APA in the role of  
 SF second class....Lt.(jg) T. Reavley  
 is in charge of five inch battery on the  
 U.S.S. Thetis....Dusty Rhodes is  
 chow-hounding it on a tender....Gratton  
 and Pouvargo, the terrific twosome who  
 ruled the ship's office are together in  
 Bainbridge, Md. What a cute couple!!!....  
 Walter Page is still drylanding it at  
 Treasure Island.

## F-L-A-S-H

HOLLYWOOD, Aug. 17---It is rumored  
 around town that Bing Crosby might buy  
 Hirohito's white charger from Adm. Halsey.  
 Chirped Crosby, "The horse is a cinch  
 to win the Kentucky Derby, what with a  
 field of American horses chasing him, the  
 nag will break all existing records."  
 (Ed. Note: Bob Hope has his own ideas.  
 He refused to be quoted but rumor has it  
 he is plotting to dunk the horse in red-  
 lead, glue on a pair of wings and sell it  
 to the SOCONY company, you know, "The Sign  
 of the Flying Red Horse". Hope ignored us  
 and went on playing with his yo-yo, trying  
 to master a difficult back hand toss.

# ODDS and ENDS

## TO TOKYO ROSE

Dear Rosie,

We would like to take this opportunity to thank you for the way you have entertained us during the eighteen months we have been in the Pacific. Your daily broadcast was one of the highlights of our day.

Lately, however, we don't seem to be able to get your program on our radio. Perhaps we need a new tube or something. Of course it would be silly to think that such a small thing as daily bombing by the Navy not to forget the Army's B-29s and frequent bombarding by ships would have anything to do with it.

Your collection of American recordings is one of the finest we have ever heard. But, Rosie, you spoiled it with that propaganda bunk.

Your program must have been a hit with your people also, the way you let them know where we were operating. But you can leave that out now as they should know where we are. But if they don't tell them to walk down by the shore and look---yup, that's us out there.

As today is the second anniversary of our ship, we would like to make a special request. Would you play "Goodbye Mama, I'm off to Yokohama" for us. We would appreciate it.

Must close now, Rosie, and thanks again for everything. We'll be seeing you---soon.

victoriously yours,

Cogswell Chapter of the  
Tokyo Rose Fan Club

## LITTLE ATOM

Once there was a little atom  
Which came of Mother Earth,  
It baffled almost everyone  
From Einstein to the Duke of  
Firth;

Along there came a Teuton gal,  
A sort of Carrie Nation,  
Whose hatchet rose and struck  
And caused a thirsty nation;

This Teuton gal, she broke it,  
And, I do not mean her watch,  
She split the little atom  
So, you cannot call her Scotch;

From out this curious break  
A curious bomb there grew,  
And, all the knotty Japs  
Patched the atom up with glue;

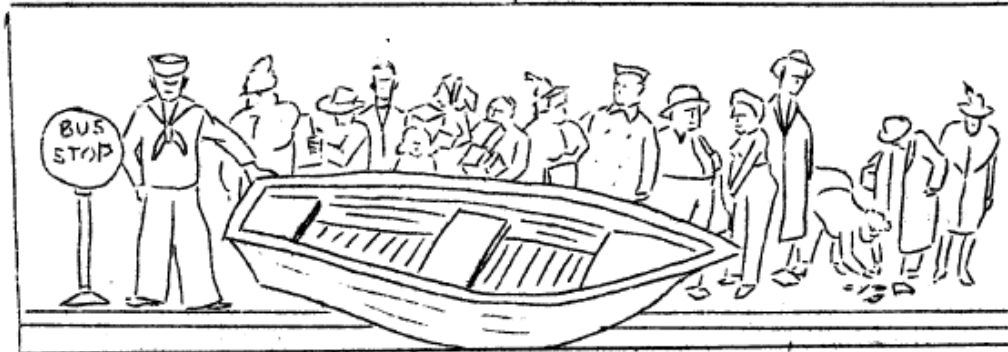
Now, when this bomb was dropped  
It made a lot of noise;  
It is really just the thing  
For the little yellow boys.

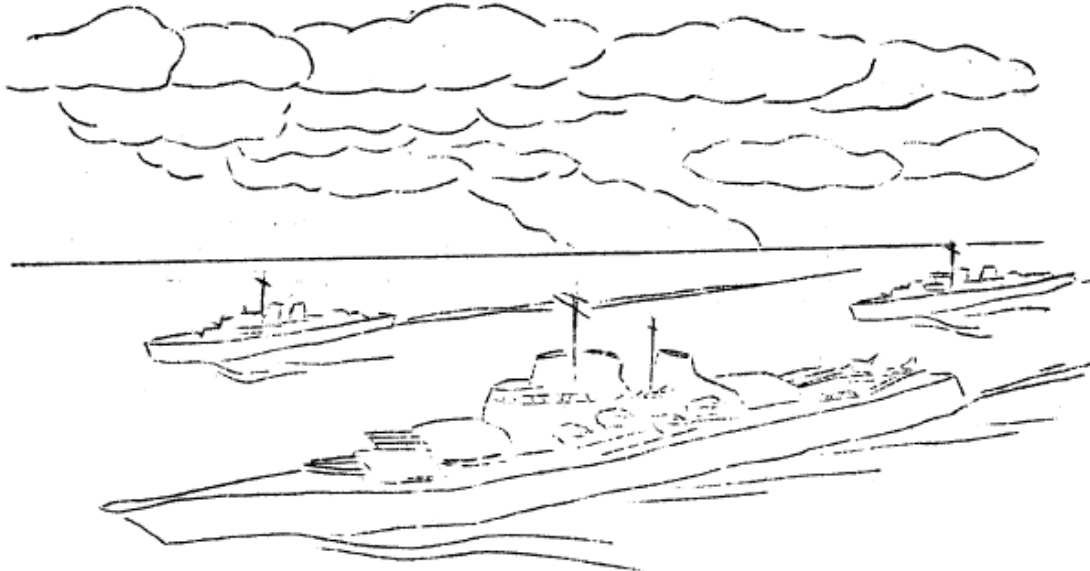
(Lt. (jg) J.K. Cogswell, III)

## T-I-D-B-I-T-S

Has anyone told Joe Gearin's wife what a five inch gun mount is. Understand she didn't know there were guns that small in the Navy.....

You can always get straight dope from Pickey Wright. He's the only one we know who is always right.





## • AT LAST •

Today, as we celebrate the second anniversary of our ship, the world is at peace once again.

A year ago today we faced a long road to victory, but we travelled it despite the huge rocks that were tossed in our path—rocks such as the two battles of the Philippine Sea, Iwo Jima, Okinawa and the Japanese homeland itself. It was a long road and a tough road but now we have reached the end of it.

It is hard to believe, after these long years of fighting and killing. Today democratic loving people the world over rejoice and they have good cause to. There will be no more blood shed on the far flung battlefields and seas.

Today, as we note the ship's birthday, we should pause briefly and utter a prayer to Almighty God for delivering us safely through this bloody war. Thousands of American boys will not return. Thousands of homes will be forever lonely. Thousands of mothers and fathers will never again see their sons, those boys who sacrificed their lives that America and democracy might live.

Let us be thankful that God took us by the hand and led us safely through the valley of death. We were lucky, thousands were not.



PLANK *A Young Lady's Diary* OTHERS

Lt. (CDR) R.H. BUTLEY, Jr.	Y1c	NELSON, A.H.	FC3c
Lieut. J.M. GLENN	CM1	NINGER, L.C.	CF2c
Lieut. C.E. HUGHES, III	SF1c	HUGHES, J.P.	RC3c
Lieut. R.T. GOLDER	CF3c	OLIVEIRA, L.G.	SLc
Lt. (SG) L.B. GREGG, Jr.	CF2c	OLIVER, A.G.	SLc
Lt. (SG) D.A. GRAYBILL	FC3c	O'REILLY, J.L.	Y3c
Lt. (SG) J.K. COGS ELL, III	NO13c	ORLANDO, F.P.	SLc
Lt. (SG) C.E. TRYGG	BLc	ORLANDO, JJ	Y2c
ADAMS, C.R.	Y1c	O'SHEA, J.R.	Y3c
ALLEN, "	SLc	OWENKO, P	SL3c
ANDERS, J.A.	RC3c	PACHICO, H.C.	SC2c
ARCHERD, L.D.	SLc	PADDER, J.F.	Y3c
ATHELL, A.L.	CF3c	PALLANCK, R.A.	SLc
BAKER, H.F.	Y1c	PARADISCHI, A.H.	SLc
BARTHEL, E.G.	Y1c	PARSONS, J.L.	SF2c
BATTAGLIESSE, E.J.	RC2c	PATEL, T.	Y2c
BEGLEY, B.R.	CR1	PATYI, J.A.	Y2c
BINNEWKODE, H.F.	Y12c	PATTON, A.A.	Y3c
BLACKBURN, R.C.	Y1c	PATTON, B.D.	CF2c
BROUGHTON, H.M.	Y2c	PELLINGTON, G.S.	SL3c
BROCHU, R.P.	SO3c	PEREIRA, J	SLc
BROWER, G.F.	Y3c	PERDY, A.	SLc
BURNS, J.W.	Y2c	PETERSON, D.E.	CR1
BUTCHER, J.H.	SLc	PIAZZA, E.J.	CM1
BUTERA, H.A.	SK2c	PIRITCH, D.A.V.	CF3c
BYBEE, S.W.	CF1c	PLATT, J.P.	RC3c
CADORE, R.E.	Y2c	POINER, R.J.	SLc
CAMPOS, R	SLc	POLITO, A.P.	SLc
CAPONE, S.J.	RC3c	POLLACK, A	SLc
CARR, P	ST1c	POLLARD, H.L.	SC3c
CHING, R.D.	Y2c	PORTER, H.J.	SLc
CLAY, F	Y2c	PORTER, J.J.	Y2c
COLEMAN, T.C.	FLc	PROVANCE, D.F.	SLc
COLLINGTON, S.W.	SC1c	POWELL, E.E.	Y1c
COURT, S.R.	CF3c	POWELL, R.H.	SF2c
DALKE, A.H.	SLc	PRONONIA, S.M.	CF3c
DAMES, R.W.	Y2c	RACHEL, P.O.	Dir3c
DERS, H.E.	SLc	RAGAN, C.S.	Y2c
DIVISH, G.S.	SSY3c	RALPH, W.F.	Y3c
DOTY, H.J.	CF3c	RANDALL, G.H.	SLc
DUKUSKAS, C	SLc	RECH, R.A.	FC2c
DZONIKOSKI, S.J.	Y1c	REILLY, J.J.	CF3c
ELSON, M.L	Y1c	REMEDA, T.G.	CF3c
ERSON, E.L.	CM1		
FRANK, J.H.	SF1c		
FOSTER, J.P.	CF3c		
GARIN, J.J.	CF2c		
GRAYSON, J.D.	FC3c		
HARRIS, H.J.	NO13c		
HENNER, C.E.	BLc		
HOCK, A.V.	Y1c		
HUBER, J.F.	SO3c		
IFLAND, M.F.	SO3c		
JENNINGS, A.J.	CR1		
JONES, W.B.	SLc		
JOYCE, J.F.	Y1c		
KARAS, A	CF1		
KELLMER, W.T.	Y2c		
KIMFORD, W.T.	CR1		
KREFFER, W.F.	Y1c		
LITTLETON, J.D.	CR1		
LYAK, J.J.	Y1c		
MAGNO, A.J.	Y2c		
MALONEY, D.E.	SSY13c		
MANNELL, H	Y1c		
MARVIN, J.C.	Y3c		
MATSON, L.J.	CF1		
MAYFIELD, E.M.	CF1c		
MCCADE, J.R.	CF1		
MILNER, A	CR1		
MILLER, H.D.	Y2c		
MENGE, D.T.	RC3c		
METOPPELL, G.E.	SO3c		
MON, S.J.	Y2c		
MORRIS, W.C.	CF1		
MORROW, H.C.	SLc		
MORSE, A.J.	Y3c		
MURPHY, E.C.	CF3c		
MURPHY, H.P.	Y3c		
NEVAY, F.	SLc		
RICHARDS, E.J.	FLc		
RISER, J.C.	FLc		
RINE, J.A.	SLc		
RIZZO, J.A.	FLc		
RIZZO, M.	SLc		

ROGERS, F.C.	Slc	SIMONS, S.	WT2c
ROGERS, G	R2c	SIROTA, M.	Slc
ROGOWSKY, J.R.	Slc	SMITH, T.C.	COX
ROLANDELLI, J.P.	WT3c	SOMERS, R.H.	SO13c
RORICE, G.R.	Slc.	STONE, G.T.	ST11c
RORABACK, J.W.	Q3c	SZYMANSKI, C.J.	M2c
ROURIE, C.T.	Rd3c	TARBURTON, R.	R23c
ROYECK, W.E.	FC1c	TODD, J.R.	T22c
RUDGINSKY, E.P.	M3c	TOLIN, T.F.	R23c
SAVELLO, M	Slc	WATSON, W.L.	BR1c
SCHNAPP, H.	T3c	WILLIAMSON, B.D.	Q2c
SCHUMACHER, H.H.	SC3c	WILLIAMSON, R.W.	Rd13c
SHARP, H.L.	WT1c	WRIGHT, W.M.	R23c
SHINE, R.C.	Slc	ZIESSER, N.P.	FC1c
SHORTELL, D.J.	R2c	ZOPFF, R.H.	M2c



BREAKFAST

Tomato Juice  
 Cream of wheat - milk  
 Eggs fried sunny side up  
 Brookfield sausage  
 Bread Butter & Jam  
 Coffee

DINNER

pea soup - Crackers  
 Cole slaw - Mayonnaise  
 Breaded Pork Chops  
 Mashed sweet potatoes - Cream Gravy  
 Buttered peas - Apple Sauce  
 Bread & Butter  
 Lemonade - Raisin Pie

SUPPER

String beans - Fried Cabbage  
 Mashed potatoes - Vegetable Gravy  
 pot - Roast - of - Beef  
 Ice Cream  
 Bread & Butter  
 Coffee

(Continued from page 12)

- 6.) Turn the computer on, you idiot.
- 7.) Once again type "SETUP" and press the Enter key.
- 8.) You will hear grinding and whirring noises for a while, after which the following message should appear on your screen: The Installation Program will now examine your system to see what would be the best way to render it inoperable. Is it OK with you? Choose one, and be honest:
- 9.) After you make your selection, you will hear grinding and whirring for a very long time while the installation program does who knows what in there. Some installation programs can actually alter molecular structures, so that when they're done, your computer has been transformed into an entirely new device, such as a food processor. At the very least, the installation program will create many new directories, sub-directories, sub-sub-directories, on your hard drive and fill them with thousands of mysterious files with names like "puree.exe", "fester.dat" and "doo.wha."
- 10.) When the installation program is finished, your screen should display the following message:  
CONGRATULATIONS!  
The installation program cannot think of anything else to do to your computer and has grown bored. You may now attempt to run your software. *If you experience any problems, electrical shocks, insomnia, shortness of breath, nasal discharge, or intestinal parasites, you should immediately \*!@!\$)\$%#@&\*)\$\*!#\$\_\$\*\_&*
- 11.) At this point your computer system should become less functional than the federal government, refusing to respond even when struck with furniture.
- 12.) Call the toll-free Tech Support Hotline # listed on the package and wait on the line for a representative, who will explain to you, in a clear, step-by-step manner, how to adopt a child aged 3 through 12.

Using Google  
Submitted by John Soli (58-60)  
**HOW to GOOGLE**  
or  
**What is <http://www.google.com/>**

1. Phrase your question in the form of an answer. "After all, you're not looking for Web pages that ask your question," explains director of technology Craig Silverstein. "You're looking for pages that answer it." So instead of typing, "What is the average rainfall in the Amazon basin?", you might get better results by typing "The average rainfall in the Amazon basin is."
2. This is an old one, but very important: Put quotes around phrases that must be searched together. If you put quotes around "electric curtains," Google won't waste your time finding one set of Web pages containing the word "electric" and another set containing the word "curtains."
3. Similarly, put a hyphen right before any word you want screened out. If you're looking up dolphins, for example, you'll have to wade through a million Miami Dolphins pages unless you search for "dolphins -Miami."
4. Google is a global White Pages and Yellow Pages. Search for "phonebook:home depot norwalk, ct," Google instantly produces the address and phone number of the Norwalk Home Depot. This works with names ("phonebook:robert jones las vegas, NV") as well as businesses. Don't put any space after "phonebook." And in all of the following examples, don't type the quotes I'm showing you here.
5. Google is a package tracker. Type a FedEx or UPS package number (just the digits); when you click Search, Google offers a link to its tracking information.
6. Google is a calculator. Type in an equation ("32+2345\*3-234="). Click Search to see the answer.
7. Google is a units-of-measurement converter. Type "teaspoons in a gallon," for example, or "centimeters in a foot." Click Search to see the answer.
8. Google is a stock ticker. Type in AAPL or MSFT, for example, to see a link to the current Apple or Microsoft stock price, graphs, financial news and so on.
9. Google is an atlas. Type in an area code, like 212, to see a Mapquest map of the area.
10. Google is Wal-Mart's computer. Type in a UPC bar code number, such as "036000250015," to see the description of the product you've just "scanned in." (Thanks to the Google Blog, <http://google.blogspot.com>, for this tip and the next couple.)
11. Google is an aviation buff. Type in a flight number like "United 22" for a link to a map of that flight's progress in the air. Or type in the tail number you see on an airplane for the full registration form for that plane.
12. Google is the Department of Motor Vehicles. Type in a VIN (vehicle identification number, which is etched onto a plate, usually on the door frame, of every car), like "JH4NA1157MT001832," to find out the car's year, make and model. '

(Ed Note: This might just help those who want to locate our missing crewmembers!)





## **PLANKOWNERS**



## **1940'S CREWMEMBERS**



**1950'S CREWMEMBERS**



**1960'S CREWMEMBERS**

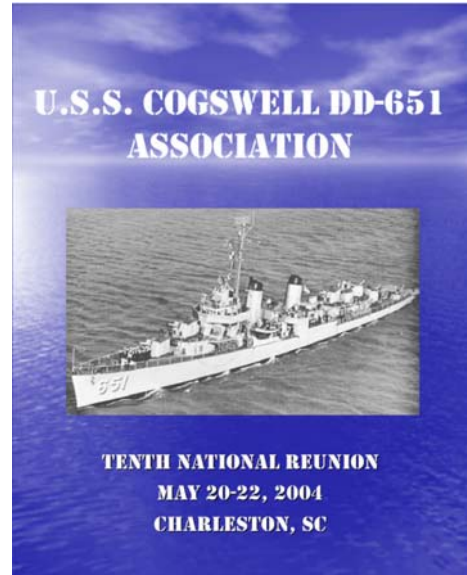
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- Cogswell patches for 2 PATCHES \$5.00
- COFFEE MUGS \$11.00 (Not pictured)
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## Recollection

By Jim Hodges (59-60)

I received the Cogswell Scuttlebutt today and read with interest Ltjg Bose's account of the typhoon and roll of 1959. As he mentioned, my memory of the moments of those two rolls is still vivid in my mind. I had only been in the Navy about a year and thought it was all over for me. I slept in a lower bunk on the port side and was strapped in. When we took the second roll I was more on the bulkhead than on the bunk. A first class across the aisle fell on top of me in my bunk. I knew both of the guys that fell overboard. Although I can't remember his name, the one that was rescued was a fireman or 3rd Class that worked in one of the engine rooms. The engine room door on the main deck was open to get fresh air but sea water was going over a scuttle and down into the engine room. He was sent topside to bail out the water. When we took the 60 degree roll to port he was either thrown or washed out. At least that was the story that was going around the ship.