

THE SCUTTLEBUTT

Ah We Remember Those Typhoons!

By Charles Blount (59-60)

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Special points of interest:

- Cogswell combat service log 1944
- Cogswell statistics update
- The new Don Miller Ship-mate Locator Program
- Las Vegas reunion update
- President's letter

As a USS COGSWELL crewmember from long ago ('59 - '60), I'm writing to you in your capacity as the sultan of the COGSWELL Association. I've added the address of a couple of Navy friends to this memo because of the notes on the book, and notes on our experiences in Typhoon Frieda. Received the Association newsletter, "Scuttlebutt," at our old address in Vermont.

Just read a book, "Last Stand of the Tin Can Sailor," by James Hornfischer, including a close-up, personal, blow-by-blow account of the Battle off Samar and the Battle of the Philippine Sea - all from the perspective of the destroyer sailor. I've lent the book out to a neighbor, but if you like, I'll get it back from him after the holidays and write a "book report," although I'm sure most tin can sailors have already read it. This book was a Book-of-the-Month Club selection and a History Book Club selection. You can read an excellent write-up on this book on Amazon.com. The book contains a line of battle for every part of these actions except for those units attached to the ADM Halsey (Northern) TUs of TF38 (October 25, 1944). I don't suppose COGSWELL was with Halsey's task group, was it? She wasn't with ADM Sprague east of Samar.

Re the typhoon, I was the OOD on the 20-24 watch that night in Typhoon Frieda. Others making note in the Scuttlebutt of that

night were correct in saying that you never, NEVER forget that life-changing experience. Everyone remembers the "big roll" but fails to recall that we had been in those pooping seas since early afternoon that day; we took a large number of big rolls from that pooping sea. We were in a column that night, second in line behind AMMEN if I recall; pitch black, and station keeping was a bitch with the ship lurching nearly out of control each time the stern was lifted clear of the water, leaving the engines running on the governors with the screws and rudders out of the water for as long as ten seconds at a shot. The air around us was so full of seawater whipped by the typhoon winds that radar ranging on AMMEN was pretty worthless; in order to keep control of the stern (and control the amount of roll) you had to cut about 15 degrees to right of base course to slice into the mountainous sea, and then quickly shift the rudder to get back on course. You had to do this as you mounted each and every wave to produce a roll torque on the ship opposite to the roll torque provided by the sea as your bow fell about 15 degrees to the left of the sea and your stern was lifted clear of the water. Because the sea was pooping there was as much as forty to sixty seconds between waves whereas one might ordinarily expect to mount waves at the rate of one each 15 to 20 seconds. In order to keep control of the ship, and

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New Life Membership Available

"the Association
voted to offer a
life membership
rate."

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 crewmembers 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

NOW HEAR THIS

SHIP'S STORE IS NOW OPEN

T-SHIRTS \$15.00 ea. L-XL-XXL
GOLF SHIRTS \$28.00 ea. L-XL-XXL
HATS \$15.00 for 1 or \$26.00 for 2
Cogswell patches for 2 PATCHES \$5.00
COFFEE MUGS \$15.00

Order form: (Please print)

Item:	Size	Color	Price
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Total \$ _____ Includes shipping in the U.S.

Make check or money order payable to:

USS COGSWELL DD-651 ASSOCIATION

Mail order form along with payment to:

ORVIL WILLAMS

10512 SOUTH 36TH AVE WEST

COLFAX IA 50054-7516



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)

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President's Letter Don't procrastinate!

By Frank Wille (63-65)

"His father was the original Commanding officer of Cogswell."

Get your reservations made and travel plans underway for the Las Vegas reunion. We already have a large number of reservations and this reunion promises to be exciting and interesting. A good chance to meet former shipmates and learn more of the ship's history. Our speaker, Capt. Deutermann, will be a familiar name to our plank owners and WW II veterans. His father was the original Commanding officer of Cogswell. Capt. (Pete)

Deutermann is especially interested in talking with those who served with his father.

Take a look at our Web site. It continues to expand and grow. We have one of the best databases of any Navy ship association. This doesn't happen by accident. It takes a lot of hard work and continuous input from members. If you have any additions or corrections, please submit them to George Overman.

If for some reason you can't attend the Las Vegas reunion,

please send an E-mail or note to let us know where you are and how you are doing. Our association is only as strong as its membership.

Look forward to seeing you in Las Vegas.

Frank Wille



Operation Hardtack

Submitted by Tom Lillie

The USS Cogswell was one of the ships that participated in Operation Hardtack near Johnson Island in the South Pacific in 1958. At the time the Cogswell was about 50 miles from the air burst of a 1.9 megaton nuclear warhead that was launched by a Redstone rocket.

The exposure of some Navy personnel to the radiation was considered safe at the time, but veterans and their survivors who can document problems stemming from operation may be eligible for compensation as a result of illnesses caused by the exposure.

Anyone involved may contact the National Association for Atomic Veterans at: P.O. Box 11517, Chandler, AZ 85248. The association's web site is: www.naav.com. The Veterans Administration may be called by dialing 1-800-827-1000.

Dave Cunningham was among a number of sailors aboard the Cogswell when the ship served as a platform for scientists during the nuclear test. Dave is hopeful of recovering from a tumor he has suffered as a result of the test.

THANKS A LOT FOR ALL THE E-MAILS...

Compliments of Skipper Orlie Baird

Subject: Fw: Thanks to all my friends who sent me such important e-mail since 2004!

Because of all of you...

- I stopped drinking Coca-Cola after I found out that it's good for removing toilet stains.
- I stopped going to the movies for fear of sitting on a needle infected with AIDS.
- I smell like crap, but thank God I stopped using deodorants because they cause cancer.
- I don't leave my car in any parking lot even though I sometimes have to walk about seven blocks, for fear that someone might drug me with a perfume sample and then try to rob me.
- I also stopped answering the phone for fear that they will ask me to dial a stupid number and then I get a phone bill from hell with calls to Uganda, Singapore and Tokyo.
- I stopped consuming several foods for fear that the estrogen they contain may turn me gay.
- I also stopped eating chicken and hamburgers because they are nothing more than horrible mutant freaks with no eyes or feathers that are bred in a lab so that places like McDonalds can sell their Big Macs & hicken Nuggets.
- I also stopped drinking anything out of a can for fear that I will get Alzheimers from the rat feces and urine.
- When I go to parties, I am not overly friendly with anyone for fear that he or she will take my kidneys and leave me taking a nap in a bathtub full of ice.
- I donated all my savings to the Amy Bruce account--that poor sick girl that was about to die in the hospital. Funny thing, she never seems to get any older.
- I went bankrupt from bounced checks that I wrote, expecting the \$15,000 that Microsoft and AOL were supposed to send me when I participated in their special e-mail program.
- It's weird that my new free cell phone never arrived, and neither did the passes for my paid vacation to Disneyland.
- But I am positive that all this is because of the chain I broke or forgot to follow and I got a curse from hell.

IMPORTANT NOTE: *If you don't send this e-mail to at least 1200 people in the next ten seconds, a bird will crap on you at 11:30 AM -- someday. " " "

USS PORTER DD579

UNTOLD STORY

"DON'T SHOOT, WE ARE REPUBLICANS"

Submitted by Pete Daggett (63-66)

This is a little long but entertaining. Beware of Torpedomen! Some amazing Naval history too...

USS Porter's DD-579 "Other History"

From November 1943, until her demise in June 1945, the American destroyer William D Porter was often hailed - whenever she entered port or joined other Naval ships - with the greetings: 'Don't shoot, we're Republicans!'

For a half a century, the US Navy kept a lid on the details of the incident that prompted this salutation. A Miami news reporter made the first public disclosure in 1958 after he stumbled upon the truth while covering a reunion of the destroyer's crew.

The Pentagon reluctantly and tersely confirmed his story, but only a smattering of newspapers took notice. Fifty years ago, the Willie D as the Porter was nicknamed, accidentally fired a live torpedo at the battleship Iowa during a practice exercise. As if this weren't bad enough, the Iowa was carrying President Franklin D. Roosevelt at the time, along with Secretary of State, Cordell Hull and all of the Country's WWII military brass. They were headed for the Big Three Conference in Tehran, where Roosevelt was to meet Stalin and Churchill. Had the Porter's torpedo struck the Iowa at the aiming point, the last 50 years of world history might have been quite different.

The USS William D Porter (DD-579) was one of hun-

dreds of assembly line destroyers built during the war. They mounted several heavy and light guns but their main armament consisted of 10 fast-running and accurate torpedoes that carried 500 pound warheads. This destroyer was placed in commission on July 1943 under the command of Wilfred Walker, a man on the Navy's fast career track. In the months before she was detailed to accompany the Iowa across the Atlantic in November 1943, the Porter and her crew learned their trade, experiencing the normal problems that always beset a new ship and a novice crew. The mishaps grew more serious when she became an escort for the pride of the fleet, the big new battleship Iowa. The night before they left Norfolk, bound for North Africa, the Porter accidentally damaged a nearby sister ship when she backed down along the other ship's side and her anchor tore down her railings, life rafts, ship's boat and various other formerly valuable pieces of equipment. The Willie D merely had a scraped anchor, but her career of mayhem and mishaps had begun.

Just twenty-four hours later, the four ship convoy consisting of Iowa and her secret passengers and two other destroyers was under strict instructions to maintain complete radio silence. As they were going through a known U-boat feeding ground, speed and silence were the best defense. Suddenly a tremendous

explosion rocked the convoy. All of the ships commenced ti-submarine maneuvers. This continued until the Porter sheepishly admitted that one of her depth charges had fallen off her stern and exploded. The 'safety' had not been set as instructed. Captain Walker was watching his fast track career become side-tracked.

Shortly thereafter, a freak wave inundated the ship, stripping away everything that wasn't lashed down, and a man was washed overboard and never found. Next, the fire room lost power in one of its boilers. The Captain, by this point, was making reports almost hourly to the Iowa on the Willie D's difficulties. It would have been merciful if the force commander had detached the hard luck ship and sent her back to Norfolk. But no, she sailed on.

The morning of 14 November 1943 dawned with a moderate sea and pleasant weather. The Iowa and her escorts were just east of Bermuda, and the resident and his guests wanted to see how the big ship could defend herself against an air attack. So, Iowa launched a number of weather balloons to use as ti-aircraft targets. It was exciting to see more than 100 guns shooting at the balloons, and the President was proud of his Navy. Just as proud was Admiral Ernest J King, the Chief of Naval Operations; large in size and by demeanor, a true monarch of

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"As if this weren't bad enough, the Iowa was carrying President Franklin D. Roosevelt at the time, along with Secretary of State, Cordell Hull and all of the Country's WWII military brass. "

It's Just Not Easy Working With These Guys

By George Overman (64-66)

It's just not easy working with the executive committee of the Cogswell Association. Case in point: I asked Orvil William if he had any specific hours for the "ships store." A simple questions, right! After reading this you will know why I try to work with Cheryl, his wife!

"I'm usually here from 9 to 3:30 on weekdays except on Tuesday or maybe sometimes Wednesday. Thursday is a good day to catch me as long as you're early. and it doesn't rain. But

if you miss me on Thursday you can always catch me on Friday most of the time. But you can bet I'll be here every Monday cause that's the day I go fishing, and I never miss that most of the time. But if you miss me just call me on my cell phone. Don't forget to leave a message. Orv"

To continue with the difficulty, Orvil asked all of us if we have any ideas for new T-shirt designs. Well, Pete Daggett came up with the winner. "I like this outfit, I'd like an XLrg, Orv should take

a XXX. The Cogswell Logo should fit nicely on the



pocket."

Now you know why we have Frank Wille in charge of this crew!

Las Vegas Reunion 2005

By George Overman

The reunion is on for October 20-22, 2005. The USS Cogswell DD-651 Association national reunion is in the final planning stages. Please check the insert in this newsletter for all the information to date. We have an exciting speaker lined up, along with tours, and other group activities that we hope will be pleasing to all who attend.

A final edition of this flyer, including an order form, will be included in the August newsletter. The order form with payment for meals tours, etc. will be required in advance of the reunion. This information is continually updated on the Cogswell web site

www.destroyers.org/uss-cogswell/

Also included in this edition of the newsletter is a new questionnaire we are asking our members to fill out so we can continue to improve the planning of the reunions. Fill this out and get it back to me no later than September 01, 2005. Results will be announced at the October reunion.

From Joe Marheineke

Some time ago you e-mailed that you had received mail from Shipmate Poulos regarding crew members of Cogswell destroying suicide boats Tokyo area . I answered with a correction that it was actually a suicide boat base at Sagami Wan some 40 nautical miles west of Yokohama. Dan Nelson , Jim Spell and I were among those assigned to this mission . All but one boat was destroyed and that one was reserved for the personal pleasure of our ships captain Lt. Commander Rueben J. Perley . Poulos was possibly coxswain on motor whale boat that took us from Cogswell to dock. This is just another bit of the history of our ship the "Cozy Cogs" .

(Side note—these three shipmates (Joe, Dan, & Jim) met up in Seattle for the Cogswell reunion after 50 yrs apart. They now share regular events with each other and their wives - Ed.)

"The reunion is on for October 20-22, 2005."

USS COGSWELL ASSOCIATION

DATABASE STATISTICS as of 02/01/05

By George Overman (64-66)

Our database contains 3285 names total. Changes since 06/30/04 below

- **Active** = 330—down 1 (paid dues are current)
Active members in remote regions of the world:
Donald Hewkin (55-56) - Pureto Princessa City, Palawan Philippines
- **Inactive** = 128 - down 13 (have not paid dues for more than two years)
- **New** = 106— up 1 (New members found who were mailed a membership form, waiting for return.)
- **No Interest** = 207— no change (shipmates who have indicated they have no interest in the Cogswell Association)
- **Not Able** = 13 - no change (shipmates who are unable to participate for various reasons)
- **Deceased** = 207—up 4 (known deceased shipmates)
- **Not Located** = 2278 down 1 (continues to be the largest number in database - we still need help locating.)

New members July 01, 2004—January 30, 2005

Last Name	First	City	State	Years Aboard	Rank
HICKS	BILLY R	STILLWATER	OK	64-65	SN
NELSON	JAMES RICHARD	EDEN PRAIRIE	MN	58-61	RM2
LARSON	RICHARD F	GILBERT	AZ	63-65	SM3

SOS—WE CAN STILL USE HELP IN FINDING MORE OF OUR CREWMEMBERS. WE CAN ALSO USE HELP IN CALLING PEOPLE WHO HAVE INDICATED A DESIRE TO JOIN BUT HAVE NOT SENT IN MEMBERSHIP FORM. PLEASE LET GEORGE OVERMAN KNOW IF YOU ARE INTERESTED IN HELPING. ***IF WE CAN GET 50% OF OUR INACTIVE AND 50% OF THOSE WHO ARE NEW TO SEND IN THEIR MEMBERSHIP, WE WILL INCREASE OUR ACTIVE ROLLS BY OVER 100 PEOPLE!***

Known Deceased since July 2004

Last Name	First	City	State	Years Aboard	Rank
CORBETT	JOHN	ST HELENA ISLAND	SC	51-53	LT
DUNAWAY	LUTHER	JACSONVILLE BEACH	FL	68-69	MM2
HENNESSEY	JOSEPH	LONGMEADOW	MA	54-56	LTJG
LEVENTRY	FREDERICK	ESTERO	FL	51-52	MM3

It is my sad burden to inform you all -- my fathers brothers at sea -- that my father Joseph F. Hennessey died on December 31, 2004. I was fortunate to have been able to talk with him a good deal just before he died. His Navy days -- a time when enormous responsibility was thrust upon him as a 21-year-old officer -- are the days he recalled with some of the most happiness, pride, zeal, and satisfaction of his life. As his son, I use words that are paltry in their ability to say the following: thank you. Thank you for your companionship to my father over the years. He loved his fellow seaman with a bond unmatched by those without sea legs. I would love to hear from any of you who are able to tell me more about my father's years in the Navy. He was a humble man and did not speak of himself much. My contact information is: Joseph Hennessey, 4628 Chestnut Street, Bethesda, MD 20814 , joseph@hennesseylaw.com, (301) 652-6323
My father's second wife, Anne O'Connor Hennessey (his first wife, my mother, Christina Doolan Hennessey) died of cancer in 1983 at age 50), can be contacted at: Anne O'Connor Hennessey, 165 Converse Place, #7, Longmeadow, MA 01106, (413) 567-0432, agoch@verizon.net
With the gratitude for the pride and love you inspired in my father, I am
Sincerely yours,
Joe Hennessey

THE NEW DON MILLER SHIPMATE LOCATOR PROGRAM

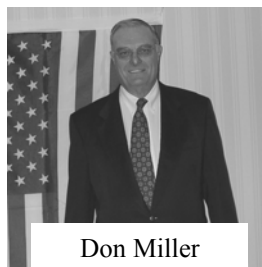
By George Overman (64-66)

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."

Can You Identify This Family?



(Continued from page 5)

the sea. Disagreeing with him meant the end of a naval career. Up to this time, no one knew what firing a torpedo at him would mean.

Over on the Willie D, Captain Walker watched the fireworks display with admiration and envy. Thinking about career redemption and breaking the hard luck spell, the Captain sent his impatient crew to battle stations. They began to shoot down the balloons the Iowa had missed as they drifted into the Porter's vicinity.

Down on the torpedo mounts, the crew watched, waiting to take some practice shots of their own on the big battleship, which, even though 6000 yards away, seemed to blot out the horizon. Lawton Dawson and Tony Fazio were among those responsible for the torpedoes. Part of their job involved ensuring that the primers were installed during actual combat and removed during practice. Once a primer was installed, on a command to fire, it would explode shooting the torpedo out of its tube. Dawson, on this particular morning, unfortunately had forgotten to remove the primer from torpedo tube #3. Up on the bridge, a new torpedo officer, unaware of the danger, ordered a simulated firing. Fire 1, Fire 2 and finally Fire 3. There was no fire 4 as the sequence was interrupted by an unmistakable 'whooooooshhhing' sound made by a successfully launched and armed torpedo. Lt H Steward Lewis, who witnessed the entire event, later described the next few minutes as what hell would look like if it ever broke loose. Just after he saw the torpedo hit water, on its way to the Iowa and some of the most prominent figures in world history, Lewis innocently asked the Captain, 'Did you give permission to fire a torpedo?' Captain Walker's reply will not ring down through naval history.

Although words to the effect of Farragut's immortal 'Damn the torpedoes' figured centrally within. Initially there was some reluctance to admit what had happened or even to warn the Iowa. As the awful reality sunk in, people began racing around, shouting conflicting instructions and attempting to warn the flagship of imminent danger. First, there was a flashing light warning about the torpedo which unfortunately indicated it was headed in another direction. Next, the Porter signaled that it was going reverse at full speed! Finally, they decided to break the strictly enforced radio silence. The radio operator on the destroyer transmitted 'Lion (code for the Iowa), Lion, come right. The Iowa operator, more concerned about radio procedure, requested that the offending station identify itself first.

Finally, the message was received and the Iowa began turning to avoid the speeding torpedo. Meanwhile, on the Iowa's bridge, word of the torpedo firing had reached FDR, who asked that his wheelchair be moved to the railing so he could see better what was coming his way. His loyal Secret Service guard immediately drew his pistol as if he was going to shoot the torpedo. As the Iowa began evasive maneuvers, all of her guns were trained on the William D Porter. There was now some thought that the Porter was part of an assassination plot.

Within moments of the warning, there was a tremendous explosion just behind the battleship. The torpedo had been detonated by the wash kicked up by the battleship's increased speed. The crisis was over and so was Captain Walker's career. His final utterance to the Iowa, in response to a question about the origin of the torpedo, was a weak, 'We did it'. Shortly thereafter, the brand new destroyer, her Captain and the entire crew were placed under arrest and sent to Bermuda for trial. It was the first time that a complete ship's company had been arrested in the history of the US Navy. The ship was surrounded by Marines when it docked in Bermuda, and held there several days as the closed session inquiry attempted to determine what had happened. Torpedoman Dawson eventually confesses to having inadvertently left the primer in the torpedo tube, which caused the launching. Dawson had thrown the used primer over the side to conceal his mistake.

The whole incident was chalked up to an unfortunate set of circumstances and placed under a cloak of secrecy. Someone had to be punished. Captain Walker and several other Porter officers and sailors eventually found themselves in obscure shore assignments. Dawson was sentenced to 14 years hard labor. President Roosevelt intervened; however, asking that no punishment be meted out for what was clearly an accident. The destroyer was banished to the upper Aleutians. It was probably thought this was as safe a place as any for the ship and anyone who came near her. She remained in the frozen north for almost a year, until late 1944, when she was re-assigned to the Western Pacific. Before leaving the Aleutians, she accidentally left her calling card in the form of a five inch shell fired into the front yard of the American base commandant, thus rearranging his flower garden.

In December 1944, she joined the Philippine invasion forces and acquitted herself quite well. She distinguished herself by shooting down a number of attacking Japanese aircraft. Regrettably, after the war, it was reported that she also shot down three American planes. This was a common event on ships, as many gunners, fearful of kamikazes, had nervous trigger fingers.

In April 1945, the destroyer was assigned to support the invasion of Okinawa. By this time, the greeting "Don't Shoot, We're Republicans" was commonplace and the crew of the Willie D had become used to the ribbing.

But the crew of her sister ship, the USS Luce, was not so polite in its salutations after the Porter accidentally riddled her side and superstructure with gunfire. On 10 June 1945, the Porter's hard luck finally ran out. She was sunk by a plane which had (unintentionally) attacked underwater. A Japanese bomber almost made entirely of wood and canvas slipped through the Navy's defense.

Having little in the way of metal surfaces, the plane didn't register on radar. A fully loaded kamikaze, it was headed for a ship near the Porter, but just at the last moment veered away and crashed along side the unlucky destroyer. There was a sigh of relief as the plane sunk out of sight, but then it blew up underneath the Porter, opening her hull in the worst possible location. Three hours later, after the last man was off board, the Captain jumped to the safety of a rescue vessel and the ship that almost changed world history slipped astern into 2400 feet of water. Not a single soul was lost in the sinking. After everything else that happened, it was almost as if the ship decided to let her crew off at the end.

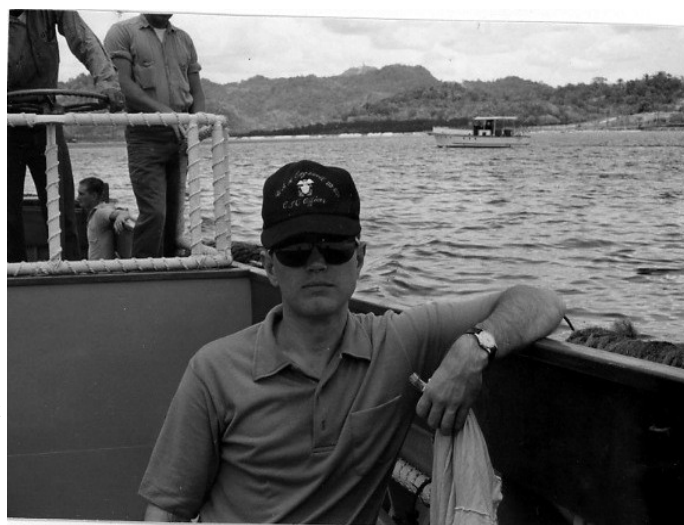
(Continued from page 1)

to keep from running into the AMMEN, you had to stay out on the starboard wing of the bridge to watch each wave and judge exactly when to come right and, more importantly, when to come back hard left to correct the course before your rudders came out of the water. You got the living hell pounded out of you, hour after hour; the seas smashed you, the wind tore at you and the noise from the wind and sea was deafening. You had to be careful opening the door to the pilot house, as the wind was coming from aft and could have ripped the door out of your hand; you opened it just an inch or two to shout in orders to the helmsman and hear what the talker was hearing on the JA.

One of the interesting blessings of that night was the air temperature, and that of the water. I've had the hell pounded out of me on a number of occasions since, where the air temperature was below freezing. The bridge of a submarine is NOT where you want to be in rough weather, up north where it's really cold, and where the water is too damned shallow to dive - you're helpless. The fact that the water was warm that night in 1959 ENABLED me to stay out on the wing of the bridge and keep her nose pointed where it was needed to keep control of the rolls in that pooping sea. I couldn't have done it from inside the pilothouse. I wish I could remember the name of the helmsman with me that night; no man in history ever worked so hard at the helm, for so long, and under such alternating fear and frustration from having his rudders out of the water for about ten seconds every minute. There, in the background, nearly hidden by constant action and deafening noise, is fear; COGSWELL, with all her complement, was getting the hell pounded out of her. We all knew that we were all in real danger, fighting for our safety; for our lives, LONG before the "big roll."

Folks—I don't know where this article came from! This one says "CICO".....(CIC Officer) "Picnic Day" "May 62" "Gin in miniature bottle".....(wasn't the Picnic Day on Grande Island Beer Only ???) I must have been drunk or memory-impaired but I don't recall a plane crash that day or at least wrote nothing down about it. I do remember a plane crashing one night at sea when we were doing plane guard duty for some carrier ("Bennington ?"). I was on the bridge. Must have been summer because we had several NROTC cadets doing a two week stint. Cogswell was on the port quarter of the carrier not directly behind. The Night Ops included planes landing (and I thought doing touch down and then immediately taking off again). This one plane landed and then a burst of flame came out of the tail. The NROTC next to me exclaimed "Oh something-or-other !" and then I pontificatingly re-assured him that it was only the afterburner cutting in, whereupon the damn plane dove directly into the sea ! Three or four minutes later we heard over the radio that the Stoddard or Brain had scooped a very jittery pilot out of the water and were Splicing the Main Brace for him.

Regards,
Carl (?)



CICO

Gin in miniature bottle

COLUMBIA RIVER MARITIME MUSEUM

Just returned from a short vacation to the west coast, southwest Washington State by the Pacific and the mouth of the Columbia river. Astoria, Oregon is near by and wanted to tell the Cogswell clan that if ever in that area they should look up the Maritime museum in Astoria, among many other displays they have inside the pilot house of the USS Knapp DD653, to enter that structure certainly took me back in time and I sure it would do the same for any Cogswell crew member.

Nelson Bose 59-61



Photo credit: Michael Mathers

1902 BLUEJACKETS MANUAL
HINTS FOR PETTY OFFICERS
THEIR DUTIES AND THE MANNER OF PERFORMING THEM
Submitted By Joe Garza (San Diego Old Time Communicators Club)

Petty officers are men rated for their superior knowledge, and for their ability in handling men. They are selected for the purpose of assisting the officers of the ship to promote its efficiency in every way. They should, in virtue of their position and experience, instruct and direct those below them, in their duties, in the customs of the service, in its established routine, and in naval discipline generally.

A petty officer is not a man who is paid a larger salary because he is expected to perform extra manual labor. He is paid for his knowledge and his ability to superintend and direct the work of those placed under him. He should at all times take the same interest in the appearance, condition, and efficiency of the ship and in the performance of any duty with which he is connected as any officer on shipboard.

He should at all times be respectful and obedient to his superiors, and exact discipline and obedience from those under him. He should make himself perfectly familiar with all the duties of his rate and be prepared to fill a temporary vacancy in the next higher rate. He should be able to correctly and intelligently instruct men of lower ratings in all their duties. He should at all times correct lubberly and untidy habits of other members of the crew. The direct handling and instruction of the crew falls to the petty officer, and he is clothed with the necessary authority for that purpose.

He should be an example to the other members of the crew, never forgetting that the superior knowledge and experience which he possesses, together with his manner of performing duty, and his attention to details are powerful factors in determining his influence and his ability to demand obedience.

The following general duties and instructions are laid down for petty officers of the numerous ratings. It is not possible to give every duty of each rating, but the general duties are noted. Petty officers of whatever rating should remember that their efficiency depends upon their own detailed knowledge and upon the degree of interest they take in promoting the ship's efficiency.

The petty officer in a division should endeavor to have the work over which he has charge thoroughly and efficiently performed-with celerity and in a ship-shape manner. He should at all times attempt to obtain man-o'-war conduct from the division. At drill he should carefully instruct his squad, or section, in the subject assigned by the division officer, making every effort to interest the men in the work, seeing that the short time of drill period is not wasted, and proceeding with the instruction of the squad or section, from drill to drill, in a systematic manner. He should recommend for extra instruction those men who are backward, or who, through a lack of desire to learn, keep the others back. In the morning watch he will, while seeing his part of the ship scrupulously cleaned, instruct his division as to the proper method of

doing the work. When clothes are scrubbed, he should see that all men scrub clothes, or if not, that they start on the morning work. He should give special attention in this regard to any untidy members of the division. At bright-work, he will see all brightwork thoroughly cleaned and that oil and pumade are not left on it; this work should, as far as practicable, be divided equally in the division and the brightwork of absentees should be distributed equally among men who are present.

When decks are cleared for quarters he should see his own part of ship clean and that nothing is secreted in stow-holes. Such things should be sent by him to the "lucky bag" before the executive officer's inspection at 9.15. At quarters the 1st petty officer of division should muster the division, succeeded in his absence by the petty officer next in rank. He should see the division promptly formed, muster the men and report all absentees, taking station on the right of the division; 2d petty officer on the left, others as file closers, all of them correcting infractions of discipline.

Ship's work in every part of the ship is done by men detailed by the petty officers. The list of men excused from ship's work on account of special detail should be kept at a minimum. Instruction in the smallest details are often of great value. For this reason the petty officer should see that his men in cleaning ship, painting, etc., are all instructed in the best way to do the work. He should at all times explain to members of his division points pertaining to seamanship, etc., which daily crop up. When directed, he will make out and submit to his division officer a list of clothing and smallstores desired by the men of his squad. At clothing inspection he will see the bags of his squad carefully and properly laid out for inspection, and when directed will inspect his squad, seeing that the clothes are regulation and properly marked, and take the list when required to do so. All petty officers of divisions must be competent to give instruction in the "Setting-up" drill and other divisional exercises.

The following document pages were give to us be Howard Johnson while in Charleston, SC. They are reproduced here for your reading pleasure. Howard (Johnny) Johnson also notified us of a correction to the Kamikaze story in the last edition. There was misprint in the newspaper article about "1600 Kamikazes," he states this was supposed to be 1600 hours (the time of day).

DD651/A16/MM
Serial 0272

U.S.S. COGSWELL
(DD651)

% Fleet Post Office,
San Francisco, Calif.
11 April 1944.

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From: The Commanding Officer.
To: The Chief of Naval Personnel.
Subject: Combat Service performed by
Howard B. Johnson
While attached to U.S.S. COGSWELL (DD651).

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

While in a carrier task group participated in bombardment of Kwajalein Island, Marshall Islands, later occupation of which by U.S. Forces constituted first Invasion of Japanese territory during this war, on 30 January 1944.

Participated in the first strike against TRUK, on 16 & 17 February 1944. Participated in AA action against enemy aircraft during the night of 16 & 17 Feb. 1944.

Served with the carrier group during the first strike against SAIPAN and TINIAN, Marianas Islands on 22 February 1944. Took part in night action against enemy planes during approach phase in which twelve(12) enemy planes were shot down.

While in a carrier task group participated in the supporting operations during the seizure and occupations of EMIRAU ISLAND, ADMIRALTY GROUP, 20-25 March 1944.

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

Participated in the AA action against enemy aircraft during the night of 29 & 30 March, 1944, and 30 & 31 March 1944.

While in a carrier task group participated in the supporting operations during the seizure and occupation by U.S. TROOPS at AITAPE, HOLLANDIA, and TANAMERA(22 April 1944).

Participated in the carrier task group strikes against SATAWAN and PONAPE(29 April 1944), and the Second strike against TRUK, (29 April 1944).

While in a carrier task group participated in the supporting operations during the seizure and occupations by U.S. TROOPS of SAIPAN, in the MARIANAS ISLANDS, on 11 June 1944.

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

20 & 21 JUNE 1944: Participated in Task Force 58's First strike against the JAPANESE FLEET, in which the enemy suffered; One(1)Carrier sunk and One(1)probably sunk, One(1)Battleship hit, One(1)Heavy Cruiser hit, One(1)Destroyer sunk and Two (2)others hit, and Three(3) tankers sunk.

Participated in DesDiv100's bombardments of GUAM on the nights of 4 July and 5 July 1944.

21 JULY 1944: Participated in the carrier task group strike against PALAU ISLAND in which the enemy suffered Two(2)planes shot down, Eight(8) planes destroyed on the ground, One(1) Destroyer sunk, One(1) Troop-Transport sunk, One(1)Small-craft sunk and One(1)Cruiser left burning.

Participated in the carrier task group strike on IWA-JIMA ISLAND in the BONIN ISLAND GROUP on 4 August 1944.

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5 August 1944: Was engaged in the Night Battle with a JAPANESE Convoy off the coast of CHICHA-JIMA (BONIN ISLAND GROUP), only 380 miles from JAPAN. This JAPANESE Convoy consisted of Five(5) Supply ships, Four(4) Destroyers Escorts, One(1) Destroyer and One(1) Light Cruiser, also a number of Landing Barges which were heavily loaded with JAPANESE TROOPS. The entire Convoy was sunk.

6 AUGUST 1944: Participated in DesDiv 100's Bombardment on CHICHA-JIMA (BONIN ISLAND GROUP) in which we destroyed their Radio Installations, Four(4) Oil Dumps, Three(3) Cargo ships (AK's) in the harbor, a number of Landing Barges heavily loaded with JAPANESE TROOPS which were also in the harbor. Wrecked Fifty-Eight(58) Planes on the ground, silenced their Shore-Batteries and put the finishing touch on the Island by leveling off the City.

In the Night Battle with the JAPANESE Convoy off the Coast of CHICHA-JIMA (BONIN ISLAND GROUP), (5 AUGUST 1944), the COGSWELL is credited with the sinking of the One (1) Light Cruiser and assisting in sinking the Destroyer and One(1) Supply ship. This is the CLOSEST any U.S. SHIP has ever been to JAPAN PROPER since the start of the WAR.

The Commander-in-Chief, United States Pacific Fleet, takes pleasure in commending Cdr., H.T. DEUTERMANN, USN., and Command for exceptionally meritorious conduct in the performance of duty on the USS COGSWELL (DD651) during the First strike of the war on SAIPAN, TINIAN, and GUAM, in the MARIANAS ISLANDS on 22 February 1944. His ship being part of the carrier screen during the night action against enemy planes during the approach phase, by the initiative and outstanding ability of he and his crew, his ship maneuvered for extended periods of time in dangerous and hazardous waters which enabled twelve(12) enemy planes to be shot down. The courage, skill and devotion to duty were in keeping with the highest traditions of the Naval Service.

From: Commander Squadron Torpedo TEN: I wish to extend our thanks in appreciation of our Fliers rescue and excellent hospitality extended by you and your command on the nights of 21 June 1944. Their prompt and speedy rescue, under hazardous conditions, enables these men, and others in similar positions, to have greater confidence in carrying out their missions. It has been of great service, not only to the Navy, but to their Squadron to permit the speedy return to duty of experienced men trained over a long period of time. Torpedo TEN adds to its expression of sincere appreciation a VERY WELL DONE to your command.

7 SEPTEMBER 1944: Participated in DesDiv 100's Shore-Bombardment on the Southern PALAU ISLANDS. We destroyed all military installations and their Airfields on NECESEBUS and PELELIU ISLANDS. The City of SAIPAN, on ANGSAUR ISLAND was leveled and all Troop barracks were demolished. Other than this they suffered the following losses: One(1) Oil dump demolished, Four(4) Planes destroyed on the ground, One (1) Plane shot down (Consisting of the Island Commander and his two high ranking Official Assistants), Radio Central (Consisting of 3 radio towers), Two(2) Pill-boxes One(1) completely destroyed, and the other severely hit). In general these Islands were well worked over. This was our Fourth Shore-Bombardment, (Second Daylight Bombardment). Our mission was the destruction of shipping (no shipping was located) military installations and reduction of the ability of the defending force to resist the invasion forces.

8 thru 18 SEPTEMBER 1944: Participated in Carrier Task Force (THIRD FLEET) First strike against the PHILIPPINE ISLANDS since the start of Pacific hostilities. We struck MINANAO ISLAND in the Southwest during which we wiped out a JAPANESE Convoy of (52) ships, consisting of (32) loaded cargo ships and (20) Sampan, and struck hard against the shipping and aircraft from DAVAO GULF and SARANGANI BAY in the Southeast to SUKIGO and CAGAYAN in the North. All Five(5) Airfields were blasted including DEL MONTE AIRDROME the most important JAPANESE Base on MINANAO. Eight(8) Planes were shot down and (60) more destroyed on the ground and hits were scored on (2) 7000 Ton Ships off ZAMBOANGOR. The other Islands which were hit and hit hard were as follows: BOHOL, NEGROES, LAYTE, SAMAR, PONAY, NASBATE, SABU and LUZON. Japanese shipping and airforce has been dealt its most crushing defeat by American Navy Planes and Warships which destroyed (262) enemy ships and (724) enemy planes.

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The PHILIPPINES had been hit with such terrific force that on the third day of this Historic Battle, the JAPANESE Airforce refused combat and the ground gunners made only feeble attempts to drop the hard hitting Navy Pilots. Two days later the JAPS put up stiff opposition in which they lost (84) more ships and (233) more planes. This crippling blow seemed to finish the enemys desire for combat and the next day there was no opposition at all. All ground installations were destroyed on all Islands.

21 & 22 SEPTEMBER 1944: Participated in Carrier Task Force(THIRD FLEET) First Strike by Air on MANILA in which the enemy suffered the following losses: (140) Planes shot down and (13) destroyed on the ground, (11) Ships sunk and (24) damaged. Of those sunk and damaged, they were as follows: Two(2)DD's, One(1)Tanker and Four (4)Large AK's sunk, and One(1) Tanker damaged, another left burning. We lost only Eight(8)Planes and Four(4)men. During this strike on MANILA, we participated in AA action against Japan's New Twin Motor Torpedo Bombers. These New Torpedo Bombers were so fast that they circled our formation, made there dive, dropped two(2) bombs (which missed)and strafed the deck of one of our Carriers(injuring three persons), before our Top-Notch Gunnery Officer could even get a solution. While in the Carrier Task Force struck LUZON completely by surprise and the enemy suffered the following losses on our First Raid:One(1)AO, Three(3)Large AK's, Two(2)Small AK's, One(1) Large Destroyer, One(1)FA, One(1)SL, One(1)Large AK, One(1)FTC. Damaged: Two(2) Floating Drydocks, Ten(1)AK's, One(1)Large HO, Five(5)Large AK's, and Three(3)small ships. Shot down (63)Planes,(One(1)TISS, and (13)VF's), and destroyed Four(4) on the ground. Probables: Three(3)AK's, Two(2)SBs, Two(2)Small ships, Three(3)Large AK's, Two(2)Escorts, (Small than our DE's), Discontinued this strike due to a typhoon.

24 SEPTEMBER 1944: While in this Carrier Task Force, launched a Morning Strike on MANILA consisting of Fighter and Dive Bombers, damage was as follows: One(1)AO sunk One(1)Large AO sinking, One(1)AO afire and sinking fast, Three(3)AK's badly afire and sinking fast, Three(3) or Four(4) other AK's hit but not bad. Tow Escort vessels (like our DE's) sunk, Six(6)small Escort vessels damaged, Eight(8)AK's and AO's left at TARBET, not badly damaged. No air opposition - No AA fire - No planes in the air or on the ground - Our losses were none. AFTERNOON: 12 Plane Rockett Attack ISLAND of PANAY - City of ILLILO. No air opposition, bombed air strip in Coilcount-er, burned Five(5)Medium AO's, One(1)Small AO, One medium AK, damaged One(1)medium AK, and burned Warehouses at MONINE RAILROAD, destroyed (6) Planes on the ground. Another Commendation to the Officers and Command of this TASK FORCE(THIRD FLEET) a job well done. In the attack on LUZON our pilots and men hit the enemy another disasterous blow in spite of hazardous weather. The uncompleted strike shows(in addition to the 1st Raid) 144 Planes shot down and 140 Planes destroyed on the ground. (35) Ships sunk and (27) more damaged and probaly sunk. Many destructives hits on Airfields and Harbor Installations. THEY CAN NOT STOP YOU.

10 OCTOBER 1944: Participated in Carrier Task Force's strike on OKINOWA ISLAND. One (1)CA, One(1) DD, One(1)AK, and many others being attacked. AA fire moderate but accurate. A few planes in the air and many on the airfields. Two(2)CA's(Large one hit twice, small one sunk), One(1) CL, One (1)DD, Five(5)Large AK's north of NAGO WAM, along with numerous small vessels. Six(6) SS's in channel north of YAGO JINCE Four(4) submarines surmerged, Two(2)sunk by four(4)bombs by planes, Two(2)submarines sunk, three(3)AK's severly damaged, twenty-five(25)Single Engine Aircraft, One(1) Transport shot down, when attempting to take off. Many planes left burning on the NAHA AIRFIELD. One(1)Large and Two(2)small AK's ten miles of entrance to NAHA Harbor. Many small ships in harbor. The enemy suffered the following: Losses:During our raids on NINAMI, KITO DAITO SHAMI and SHAMI ISLANDS; Sunk; One(1)Heavy Cruiser, One(1) DD, One(1)Sub-tender, Two(2)Submarines, Two(2)SC's, One(1)Medium AO, Two(2) Light AO's, and Two(2)AK's, Damaged; One(1)Light Cruiser, One(1)AK, One(1)AO. During these strikes we were designated to be the Pony Express once again, during which Eleven(11)men were hurt on our Forecastle, while engaged in passing Official Mail.

12 thru 13 OCTOBER 1944: Participated in Carrier Task Force's First Strike on FORMOSA ISLAND, PHILIPPINES ISLAND, in which we fired Four Hundred and Sixty-Four(464) rounds of AA Common and fought off Six(6) Waves of Japs. Our losses were Fourteen

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(14)men and one(1)Ship. The next evening at sunset Five(5)more waves of JAPS came in, in separate intervals, each wave consisting of 80 planes. As each wave came in Twenty-Five(25)planes were shot down, the remainder retiring. At 1850 we were attacked again by twelve(12)FRAN of which one succeeded in dropping her torpedo which scored a hit in the forward engine-room in the CANBERRA, this flooding her two engine rooms and one fireroom. After this hit the FRAN was shot down all was quite the remainder of the night. The FLASH report of our #1 Strike on FORMOSA was as follows: Fifty-One(51) Enemy planes shot down, Thirty-Three(33)destroyed on the ground, Sunk: One(1)Large AK, Three(3)Medium AK's, ELEVEN(11)Small AK's, One(1)DD, One(1)AM, One(1)Sub-Tender, Nine(9)SD's, Nine(9)Luggers. Damaged: Three(3)Large AK's, Three(3)Medium AK's, Two(2)Small AK's, One(1)DD beached, Eight(8)Small AK's and all ground installations hit. Our losses were Nine(9)VF's and One(1)VB. The summary of the enemy losses: Three Hundred and Thirty-Six(336) Enemy planes shot down, One Hundred and Six(106) planes destroyed on the ground, Four(4)Large AK's, Six(6)Medium AK's, Twenty-One(21)Small AK's, Eight(8)SC's, One(1)Small Escort and Eleven (11) Small vessels. Damaged: Three(3)Large AK's, Fifteen(15)Medium AK's, Twenty-Five(25) Small AK's, One(1)Large AP and Eleven (11)SC's, and SD's, Twenty-Five(25)Small-craft. Probables: One(1)Large AK, Three(3)Medium AK's, Three(3)small craft(AK's), One(1)AK, Five(5)SC's, One(1)AM, and Eleven(11)SC's and SD's. Heavy damaged to aluminum plants, docks, ships, warehouses and Oil dumps. Left Alcohol plant at SHKO burning and destroyed all buildings and barracks at HEITO AIRFIELD. Our losses were Twenty-Two(22)planes.

13 thru 17 OCTOBER 1944: Participated in AA action along with CruDiv 13 while in company with COMB/AA forming a Cripple Unit, then only 97 miles from FORMOSA. At 0930 General Quarters was sounded and at this interval we fought Four(4) waves of JAP planes which were attacking our formation trying to finish off our cripples. During these attacks, enemy torpedo planes were sighted attacking the formation from the opposite side, One(1) a FRAN, although under heavy AA fire succeeded in getting in and dropping her torpedo which hit the HOUSTON aft on the starboard side setting her Scout Plane afire and increasing her list. The FRAN was shot down after her torpedo had been dropped. Ten minutes later another single plane, a KATE was reported and spotted coming in low and fast at 18,000 yards, the order commence fire was given, we scored numerous hits on the plane. Ceased fire was given to avoid hitting the other ships, at this moment the plane although hit and burning, succeeded in dropping her torpedo which exploded in the wake of the SANTA FE. The plane crashed 500 yards from the Cruiser. A second plane a FRANCIS (A Twin Motor Job) came in from the fantail and made her run, hitting the HOUSTON for the third time, aft on the port side giving her a Stbd. list of 25°. The crew abandon ship and were rescued by other destroyers. Dive-Bombers were sighted high over head and bomb splashes were sighted ahead of formation. Many planes in the air, mostly covered by CAP. Our Unit now being 180 miles from FORMOSA, werewere again attack by a wave of JAP planes of which five(5) were shot down, One(1) of which the COGSWELL gets full credit. We later released the Cripples to a Division of DE's and Tugs and proceeded south to LUZON to fuel.

20 - 21 OCTOBER 1944: Participated in the support of the invasion of LEYTE ISLAND, PHILIPPINES ISLANDS.

24-25 OCTOBER 1944: In company with Task Group 38.4 proceeding to about 50 miles east of SAMAR ISLAND, PHILLIPINES ISLANDS to launch search and attack air group to locate and damage enemy surface units reported in vicinity of CORON BAY, CALAMIAN GROUP. 22 miles from SAMAR ISLAND, search planes sighted three(3) Destroyers headed east doing 15 knots and a surface group composed of four(4) Battleships, Eight (8)CA's and many Destroyers headed north at 18 knots. This force appeared to be making for SAN BERNARDINO STRAITS. Results of our first strike; which located the enemy forec to the north which consisted of Two(2)BB's, four(4)CV's, Three(3)CA's, and Six(6)DD's, was as follows: Damaged: Two(2)CV's, One(1)DD, this force was 120 miles north of us. Strike #2 - One(1) CV dead in the water, One(1)CL dead in the water, one(1) BB damaged slightly and one(1)CA damaged and slowed. Reports from Strike #3 was that two previously undamaged CV's had been hit and were afire. The first damaged CV was dead in the water well astern of the main group. Eight miles north of the CV was a slow moving CA training oil ten miles north of the CV was one BB, One(1) CL retiring at high speed towards the main group they had been circling the cripples before. Strike #4 reported the main group consisted of One(1)BB, One

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(1)CA, Three(3)DD with One(1)BB and One(1)CL rejoining at high speed. Ten miles SE was the damaged CA trailing oil - Eight miles south of the CA was the damaged CV dead in the water and two(2)DD's were somewhere among the units picking up survivors. Three(3)CV's, One(1)CL and One(1)DD which had been hit have now been sunk. The damaged CV was reported twenty five miles north of us. The Cruisers scored many hits on the CV and she was soon afire end to end and listing badly. Still dead in the water, she was able to fire back with her after gun, then after several explosions she was observed to sink. Contact was made on enemy units 12 1/2 miles ahead of us, believed to be the damaged heavy cruiser with two(2) Destroyers. The cruisers opened fire at dusk on the enemy CL and she began to burn. The CL returned fire at a rapid rate of speed. DESDIV100 was ordered to stand by for torpedo attacks. As we maneuvered in for the attack, the CL opened fire on us and we were ordered to fire standard half salvo with CL at 5800 yds., (all torpedos ran hot), while cruisers covered us by fire during the run. Upon completion of the run, we expended Fifty-Nine(59) rounds on the CL at ten seconds intervals. Good hits were scored on the target, although covered by dense smoke she returned fire with her after turrets, which appeared to be 5"/38 the same as ours. She kept her stern to us at all times which made the torpedo run very difficult. After several large explosions on the enemy cruiser, she ceased firing and was observed to sink. All was calm except for the burning oil on the waters surface which illuminated the sky for a good twenty miles..

RESULTS OF RECENT BATTLES WITH ENEMY SURFACE FORCES IS AS FOLLOWS:

JAP SHIPS SUNK
Northern Group

4 - CV
1 - CL
1 - DD
2 - BB
1 - CA
2 - DD

U.S. LOSSES

1 - CVL Sunk
1 - CVE Sunk

1 - CL Damaged
3 - DD Damaged

Several PT boats sunk.

Middle Group

1 - BB
2 - CA

JAP SHIPS DAMAGED

Northern Group

None

Middle Group

2 - BB
5 - CA
6 - DD

Southern Group

1 - BB
2 - CL
4 - DD

Southern Group

1 - CL
2 - DD

Many small ships not identified.

FROM TASK GROUP COMMANDER.

YESTERDAY'S ACTION AND THAT OF THE DAY BEFORE MADE HISTORY THAT WILL STAND IN THE ANNALS OF THE AMERICAN NAVY AS LONG AS THERE IS A NAVY. THIS TASK GROUP BORE THE BRUNT OF THE ENEMY'S ALL OUT AIR ATTACK AND WIPE OUT THE CREAM OF HIS CARRIERS AND SHORE BASE AIR. DURING AND FOLLOWING THIS AND IN SPITE OF THE LOSS OF THE DARING AND GALLANT PRINCETON WE CONTRIBUTED OUR SHARE WITH THE OTHER TASK GROUP TO THE COMPLETE ROUTE OF THE ENTIRE JAPANESE NAVY AND THE DESTRUCTION OF ITS MAJOR PORTIONS. WITH JUSTIFIABLE PRIDE IN THE FORCE UNDER MY COMMAND I SAY WELL DONE WHICH WORDS SEEM INADEQUATE TO EXPRESS IS IN MY HEART. BT 260308

THE COMMANDER IN CHIEF PACIFIC FLEET DESIRES TO EXPRESS TO ALL OFFICERS AND MEN OF THE FLEET HIS PRIDE AND GRATITUDE FOR THE COURAGEOUS AND AGGRESSIVE MANNING IN WHICH THEY HAVE DONE THEIR UTMOST TO DESTROY THE ENEMY IN THE RECENT FIGHTING IN THE PACIFIC. TO THOSE WHO HAVE FOUGHT IN THE AIR ON THE SEA AND LAND IN OUR SUBMARINES QUOTE WELL DONE UNQUOTE. TO THOSE BRAVE MEN WHO HAVE GALLANTLY GIVEN THEIR LIVES FOR VICTORY OF OUR COUNTRY OUR EVERLASTING RESPECT. THEIR HIGH EXAMPLE WILL INSPIRE US ALL IN THE COMPLETION OF THE TASK OF DESTROYING THE ENEMIES OF THE UNITED STATES. BT 160720

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FROM TASK FORCE COMMANDER

WELL DONE TO ALL HANDS FOR THE NIGHT ACTION.

FROM ADMIRAL HALSEY

1. A hearty well done to all hands for the skollful, safe retirement of the damaged HOUSTON and CANBERRA from FORMOSA in spite of frequent air attack.

2. The performance of all hands since early October will never be beat. It has been a brilliant and courageous piece of fighting.

1 to 18 NOVEMBER 1944: DesDiv100 along with Task Group 38.3 proceeded from ULITHI first towards MANUS, then after special orders from ComThirdFleet, was ordered to change course towards the PHILLIPINES Area to launch air strikes in support of land ing operations. After two(2) days underway, the U.S.S. RENO was hit by a torpedo around midnight, and the COGSWELL, C/PERTON, and KNAPP were detached from T.G.38.3 to assist and accompany her to port. She had a heavy list to port and was down by the stern, her main deck under water and enlisted personnel going over the side. The RENO reported she had lost all steering and still listing heavily to port. Des-Div100 ordered the destroyers to form a circle around the RENO and to continue to circle her until further orders, she was then making 8 knots in the slow circle. About an hour later, shouts were heard which appeared to be from someone in the water, upon investigation, we rescued a CMM who had been blown over the side by the explosion. At 0500 in the morning, the tug ZUNI was picked up by radar and sighted about 30 minutes later going in the opposit direction, we then gave chase and upon overtaking her, straightened her out and she began to return to the group and assist in towing the RENO. Her explanation for going in the opposite direction was that she thought we were a small Jap force. The RENO at this time still had no power nor steering and very low in the water. We sent our boat alongside to rescue the ship's records and accounts while the destroyers rescued the men as they dropped and jumped over the side. The COGSWELL rescued 164 enlisted men and 8 Officers and then took our screening station ahead of the RENO. In 1 Hr., and 20 minutes a total of 457 enlisted men and 26 Officers had been rescued with not a casualty. We then proceeded towards port, ULITHI. We entered the channel by use of radar at 2000 and with the use of our searchlight, we directed the RENO to her berth. Four(4) days later we proceeded to search an area 60 miles square surrounding the point at which a reef was believed to be. Reports were negative and we returned to port, alongside the tender in ULITHI LAGOON to continue with minor repairs. Two(2) later at about 0500, General Quarters rang out on all ships in the Lagoon, as several miget submarines had been sighted in the lagoon and one had been sighted at the channels entrance. The USS CASE reported having ramed a miget submarine and the pieces plus two Jap bodies had come to the surface. The DE's and DD's which were able, got underway and formed an interchannel patrol, which we did not secure from until around 1300. Depth charges were dropped with results unknown. The enemy subs sank an AO in the channel which was the only damage they succeeded in doing before we destroyed them.

22 NOVEMBER to 2 DECEMBER 1944: Participated in the air strike conducted during this period, spending most of the time to the Eastward of the PHILIPPINES in a ready position for the support of army operations on LEYTE ISLAND. On Nov. 25, gave air support against shipping, aircraft and shore establishments in the Northern LUZON Area. The strike met with the usual success, sinking a Heavy Cruiser, assigned as a specific objective and a convoy of cargo ships with escorts, destroying numerous enemy planes in the air and on the ground and damaging shore and air facilities. The enemy put up considerable resistance in the FORMOSA air attacks. A suicide dive onto the deck of the ESSEX was observed which started a gasoline fire which apparently seemed worse then it was, as flight operations were resumed in 15 minutes. The second suicide attempt was shot down with no further damage to our ships. We then proceeded towards ULITHI.

The following letter was received from the Commander Destroyer Division ONE HUNDRED

"1. The Division Commander has this date received from Admiral Halsey a SILVER STAR MEDAL for participation in the recent action in which two of our damaged ves-

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sels successfully retired from a position close to enemy territory. It is felt that this medal was presented in recognition of the splendid work done by the division rather than as a reward for any personal achievement.

"2. Accordingly, it is desired to express sincere appreciation to all hands in the division for the tireless effort, constant alertness, and splendid fighting spirit which contributed so much to the safe retirement of our crippled ships.

WALLACE J. MILLER."

2. The Commanding Officer knows that all hands will be pleased and delighted to learn that their former Commanding Officer, Commander H.T. DEUTERMANN, also received a SILVER STAR award as a result of this same operation; his citation is quoted:

"For exceptionally meritorious conduct in the performance of outstanding service as the Commanding Officer of a destroyer, assigned as a screening vessel to a task group protecting the withdrawal of two severely damaged ships, under tow, from enemy waters. By outstanding seamanship, his ship performed missions of rescue, transferred personnel under adverse conditions of wind and sea under enemy air attack. The excellent performance of his ship when in the screen contributed greatly to the successful accomplishment of the salvage mission. His courage, leadership and skill were at all times an inspiration to his men and in keeping with the highest traditions of the United States Naval Service."

3. I am sure that were Commander DEUTERMANN here he would concur whole-heartedly with the feeling of the Division Commander that the awards presented were in reality in recognition of the services and efforts of the ship and its entire crew.

Each Officer and man aboard may take pride in his participation in this operation which brought forth official recognition for a difficult task extremely well done.

R. E. LOCKWOOD, Commander, U.S. Navy,
Commanding U.S.S. COGSWELL(DD651).

11 through 24 DECEMBER 1944: During this period Task Force 38.3 and 38.4 plus Destroyer Division ONE HUNDRED conducted air strike operations over Central and Northern LUZON, covering the advance and landing of the attack forces on MINORO ISLAND. With the remainder of Squadron FIFTY and FIFTY-FIVE in the screen about the heavy units of Task Group 38.3 apparently the new type of air covering operation in which fighter cover was maintained over Central and Northern LUZON to prevent enemy offensive air action from bases in that region was extremely effective. The Task Force was not attacked during the entire period and little opposition was experienced by our landing forces. Actual damage to the enemy can not be stated. On completion of air operations on 16 December the Task Force retired to the eastward and attempted to fuel on 17 Dec. but storm conditions gradually increasing into typhoon proportions preventing fueling operation until the morning of the 19 Dec. Much damage was taken by ships of the THIRD FLEET during this storm, CVE's and CVE's suffered particularly and several of these had to be sent in for repairs. A complete reckoning of the damage is not available to this command, but information received that the destroyers HULL and SPENCE were lost, and an unknown number of survivors rescued. On the nights of 19 and 20 Dec., COGSWELL, CAPERTON, INGERSOL, KNAPP and PRITCHETT from Task Group 38.3 and several destroyers from Task Group 38.1 and 38.2 fell out one by one to investigate reports of survivors coming from various ships in the formation. Efforts to find personnel in the darkness were unsuccessful and COGSWELL and KNAPP were designated to remain behind and conduct a daylight search, others rejoining the Task Force. COGSWELL and KNAPP continued the search throughout the night until noon the next day when it was decided that further efforts in this particular area would be fruitless and set to rejoin the Task Force. During the morning with the assistance of the planes we were able to rescue four(4) survivors of the USS HULL(DD350). We proceeded to join the Task Force on 21 Dec., shortly after midnight. Before it was possible to rejoin, word was received that the Task Force had cancelled LUZON air operations and reversed course again, after midnight 22 Dec. several reports made of possible survivors in water and COGSWELL and KNAPP remained until after daylight and made a through search with out success. Rejoined Task Group 38.3 and held gunnery exercises on the way into

U.S.S. COGSWELL
(DD651)

CONFIDENTIAL

port. When only 9 miles away from port, we were still firing and our shells were landing on the recreation center and the shrapnel was flying around the Hospital Ship in the harbor. One shell hit the Battleship NEW JERSEY (injuring three men and killing another) By this time Condition "RED" had been set on the Island and General Quarters had been set on all ships in the harbor. Upon vestigation, they found that instead of their being attack by an enemy task force, it was only Task Force 38.1, 38.2 and 38.3 returning to port, they then secured from Conditon "RED" and General Quartess and immediately sent word to the Commander of the Task Force to cease firing and upon entering port held an investigation to find out who was in fault, as the shells were landing on the Island and on the ships in the harbor which was inexcuseable. The results of the inquest are at this time unknown.

(Statement of Action during the period of 3 Jan. through 24 Jan. 1945 on attached sheet)

30 January 1945: The fleet having been reorganized, most units being assigned to FIFTY FLEET; DesDiv100, however, reported to Commander Service Squadron TEN for routing to PEARL HARBOR. The shi, and the division, have been alive with rumor since our return to prot, Despite the utmost secrecy attempted, and lack of any definite orders of any nature, all hands seem sure we are to be sent to a navy yard for overhaul. All Officers and Enlisted men presume we are headed STATE-SIDE as soon as we leave PEARL HARBOR.

This attachment shows the Cogs., and me and shipmates, from left/ Don Thorburn, Me [Ramsey], John K. Frie, and Steve White. Thought you might like this, while we are into pictures.

We were on Liberty in Kowloon, China, of course it was British then.

Thanks.

John Ramsey (PC3 62-63)

(Obviously more of that famous Ice Tea we read about from Joe Marheineke — Ed.)



FALL 2001

MAY, 1942 = Kowloon, Hong Kong, BCC

STATEMENT OF ACTIONS AND CAMPAIGNS PARTICIPATED IN DURING THE

PERIOD OF 3 JANUARY THROUGH 24 JANUARY 1945

Task Unit 38.3.4 (THIRD FLEET) left ULITHI on 30 December enroute to FORMOSA we arrived off FORMOSA, 3rd Jan., ready for dawn strike operations. We began our carriers strikes at dawn and continued throughout the day. The results of the strikes are unknown to this command. The enemy was apparently unable to put up effective air counter attack against the task force. We retired in the evening and resumed the strike again in the morning. Weather was not too good and the strike was discontinued in the afternoon, and we refueled in the Philippine Sea east of northern Luzon. We again arrived off northern Luzon before dawn the next morning to launch strikes which we did in spite of poor weather, with the usual success. After fueling on Jan. 8, we made a high speed run-in on FORMOSA and commenced a one day series of strikes, the results are unknown. Upon completion in the late afternoon, the task force headed for Bashi Channel and a fueling rendezvous in the South China Sea. The task force transited Bashi Channel into the South China Sea, during the night 9-10 January, and although enemy hecklers were in the air practically all night, we proceeded through Balintang Channel, while our night fighters destroyed or drove off all enemy planes. The task force with oilers in company proceeded in through the South China Sea, with an occasional enemy plane getting nosed and being promptly polished off. We fueled the next day and headed in for the CAMRANH BAY area off the French Indo-China Coast. The reports show that the Saigon-Camranh Bay strike was a routine performance and indicated excellent results against shipping, anchored and in convoy. Anchored were as follows: a light cruiser, a destroyer, and a large number of supply ships, all were sunk. The convoy consisted of Two(2) large AO's, Two(2) Medium AO's, Four(4) Destroyers, Two(2) SF's, and Four(4) Junks, this convoy was also sunk. On the 12th our strikes continued to go over and this time demolished the piers and docks and any and all shore installations and batteries, and buildings. Two(2) Large AO's, Two(2) Medium AO's, and Four(4) DE's were spotted off SAIGON and sunk. We went within 12 miles of the FRENCH INDO-CHINA COAST. Our attack was centered between SAIGON and CAMRANH BAY which is less than 700 miles north of SINGAPORE. Our objects were to hit all Major JAP held seaports in CHINA and FRENCH-INDO-CHINA. This is the first time that a Task Force of the PACIFIC FLEET has gone into action so far south in the SOUTH CHINA SEAS. During the two days, January 15th and 16th, routine carrier strike operations were conducted against the China Coast from Amoy around through Swatow to Hong Kong including also the Hainan area. Again, judging from what could be intercepted on aircraft voice radio circuits, the strikes appeared to be successful, and practically everything afloat, aloft, or in sight on the enemy's air fields was destroyed or severely damaged. Again, enemy aircraft were shot down from time to time by air patrols but none got through to inflict damage on our own force. Upon completion of the Hainan strikes January 16th, the force retired to the southeast to fuel. During the remainder of the period in the South China Sea, 17-20 January, the task force was plagued by heavy seas. Fueling was conducted under difficult circumstance and the task group remained in a more or less stand-by status, supporting Luzon land operations and hoping the Japanese would attempt a move in force to reinforce or interfere in the Lingayen area. The Japs did not appear to desire a mix-up with the THIRD FLEET and on the night of Jan. 20-21, retirement through Balintang Channel was begun. Apparently, during this retirement, our night fighters gave the Japs unexpected treatment in connection with night ferrying of planes to Luzon. Time after time planes heading from FORMOSA towards LUZON were intercepted and shot down. After our exit from the South China Seas, we maneuvered into position to strike FORMOSA from the east. Arriving at a point east of FORMOSA at dawn we launched fighter sweeps and continued air operations throughout the day. At 1200, and with many friendly aircraft in the vicinity, enemy planes got through. Two(2) suicide bombers hit TICONDEROGA and a bomb hit was obtained on LANGLEY. Damage to LANGLEY appeared to be slight but TICONDEROGA damage involved a serious fire and was later detached with escorts to proceed to ULITHIA. Due to fact that so many friendly planes were in the air, the enemy planes were in close before detected. Upon completion of our air operations, we worked east and north to arrive off OKINAWA for a strike on the next morning. The COGSWELL was selected as one of the escorts along with the two cruisers, FILOXI and FLINT for the TICONDEROGA. At dawn on the 22nd, carrier air strikes were launched against OKINAWA. No enemy resistance developed and destroyers fueled from battleships during the operations. This operation was a combined strike and photo mission and it is believed to have been successful. The task force then retired to Ulithi for further assignment.

9-

USS COGSWELL DD-651 REPRESENTATIVES AT
THE TINCAN SAILORS WESTERN STATES BULL
SESSION IN SAN DIEGO,
OCTOBER 2004

L-R

George Overman, Capt. Orlie Baird

The bull sessions are quite interesting and we encourage all to attend one. Past Western States attendees include Don Moog & Jack Stevenson.



Firearms Terms

1. BORE- Reading another Weaver vs. Isosceles article
2. BUTT- What gets shot off if you fail to train
3. FRONT SIGHT- Annoying part that obscures your view of the target
4. REAR SIGHT- Part used to remove calluses from hands during malfunction clearance drills
5. MUZZLE- Clamp like device used to prevent utterance of b.s. by Shumer, Kerry, Feinswine, etc.
6. PISTOL- Device often used as a substitute for a real weapon
7. SOCIAL SECURITY- Repeating 12 gauge shotgun
8. BUCKSHOT- Pills used to cure social diseases
9. 1911- a. pivotal date in firearms history
b. number of gizmos in range bag
c. rounds fired monthly by really good shots
10. COMBAT FLASHLIGHT- Device used to pinpoint your location for the enemy under poor lighting conditions.
11. EXTENDED MAGAZINE RELEASE- Device used to prevent magazines from staying in the weapon.
12. EXTENDED SLIDE RELEASE- Device used to keep the slide from locking open.
13. DROP-IN PARTS- accessories that demand meticulous hand fitting by an experienced gunsmith.
14. LASER- Amusement device for pet cats.
15. SPARE MAGAZINE- weighted device used to counter-balance the pistol on the belt.
16. BUG- Back-Up Gun, carried strictly to keep parts from breaking on the big pistol.
17. BULLET- Remote control drill, used to create apertures into the subcutaneous environment.

Shooting Terms

1. POINT OF IMPACT-
 - a. if it goes right= a jerk
 - b. if it goes left= a push
 - c. if it goes straight= a miracle
2. BEGINNER - Someone working on accumulating bad habits
3. MASTER - Someone who has finally grasped the basics
4. GUN SHOP COMMANDO - non-shooter who has firmly held beliefs not supported by training, education, or experience
5. GUN WRITER - Gun Shop Commando with a word processor
6. SEAL - extremely common aquatic animal, there are thousands and thousands of them
7. Ex-SEAL- almost anyone behind a typical gun shop counter.
8. MATCH- a ritual activity used to induce stress, frustration, and anxiety in Beginners and Masters.
9. COURSE OF FIRE- elaborate dance used in these rituals.
10. MATCH DIRECTOR- senior witch doctor who oversees rituals.
11. RANGE OFFICER (competition)- a less senior witch doctor. Due to ingestion of mind altering drugs, his perception of the ritual is nothing like that of the Beginners and Masters.
12. RANGE OFFICER (police)- a person tasked with range maintenance, landscaping, supply, and administration. Only rarely involved in relevant training activity.
13. MARTIAL ARTIST- A shooter who cannot get through his head that a match is not a gunfight.
14. GAMESMAN- A shooter who views his pistol the same as his fly rod, tennis racket, and Nintendo.
15. INSTRUCTOR- Mythical, god-like being who imparts wisdom to Beginners, transforming them into Masters. Also keeps beginners from getting into trouble through the accumulation of excess money.

You'll be proud of a miniature Cogswell

By Don Clasen

Like many new retirees I sought a hobby and returned to my youthful days of model building.

My first project was a flying model of a Spitfire, the famed aircraft that enabled England to win the Battle of Britain during World War II.

For my second project, I stumbled on a nearly 3-foot-long model of a Fletcher Class destroyer. The model was an authentic miniature of the USS Melvin (DD 680). The Melvin is a twin of the original Cogswell with five 5-inch mounts and a stick mast.

Kit No. 70815 is actually a plastic model made in Japan. The model labeled "Blue Devil Destroyer" was made available for purchase in the Chicago area by Craft House Corp., of Toledo, Ohio.

I must tell you shipmates, the relatively easy-to-construct model is proudly displayed in a prominent place in our living room. Of course, the bow numbers 651 add to the realism.

The model is down to the smallest detail and includes 40 mm and 20 mm mounts just like I recall on the Cogswell I helped bring out of mothballs in Charleston, S.C. in 1951.

The 1/125 scale model, which can be rigged for radio controls, includes a battery-powered motor. The 5-inch mounts, the fire control director and the twin torpedo tubes are linked together so that the swing out simultaneously.

The model is obviously made for hobbyists of all nationalities since assembly instructions are in English as well as other tongues. Included are details for radio control conversion. I choose to simply construct the model for display.

The only tools needed are a tube of glue and an EX-acto knife. The plastic is gray to match the color of U.S. Navy vessels. I purchased black paint to apply below the water line and at the top of the twin stacks.

The manager of the hobby department at the outlet where I found and purchased the model pointed out the ship among many models produced in Japan. I am sure that any respectable hobby shop can order the model for an ex-Cogswell crewman.



I purchased the kit for around \$60.

If you're like me, you'll enjoy constructing and showing off the model of the ship you served aboard.

The instructions include a brief history of the Melvin, which like the Cogswell served in the South Pacific during World War II.

Finally, a hint for any wife reading this: The model would make an excellent gift.

The Perks of Being 50ish

1. Your supply of brain cells is finally down to manageable size.
2. Your secrets are safe with your friends because they can't remember them either.
3. Your joints are more accurate meteorologists than the national weather service.
4. People call at 9 PM and ask, "Did I wake you?"
5. People no longer view you as a hypochondriac.
6. There is nothing left to learn the hard way.
7. Things you buy now won't wear out.
8. You can eat dinner at 4 P.M.
9. You can live without sex but not without glasses.
10. You enjoy hearing about other peoples operations.
11. You get into heated arguments about pension plans.
12. You have a party and the neighbors don't even realize it.
13. You no longer think of speed limits as a challenge.
14. You quit trying to hold your stomach in, no matter who walks into the room.
15. You sing along with elevator music.
16. Your eyes won't get much worse.
17. Your investment in health insurance is finally beginning to pay off.
18. You can't remember who sent you this list.

OLD CHIEFS

Submitted by Art Blaine

Many nights we sat in the after mess deck wrapping ourselves around cups of coffee and listening to their stories. They were lighthearted stories about warm beer shared with their running mates in corrugated metal hooches at rear base landing zones, where the only furniture was a few packing crates and a couple of Coleman lamps. Standing in line at a Philippine cathouse or spending three hours soaking in a tub in Bangkok, smoking cigars and getting loaded. It was our history. And we dreamed of being just like them because they were our heroes.

When they accepted you as their shipmate, it was the highest honor you would ever receive in your life. At least it was clearly that for me. They were not men given to the prerogatives of their position. You would find them with their sleeves rolled up, shoulder-to-shoulder with you in a stores loading party. "Hey Chief, no need for you to be out here tossin' crates in the rain, we can get all this crap aboard." "Son, the term 'All hands' means all hands." "Yeah Chief, but you're no damn kid anymore, you old fart." "Shipmate, when I'm eighty-five, parked in the old Sailors' home in Gulfport, I'll still be able to kick your worthless butt from here to fifty feet past the screw guards along with six of your closest friends." And he probably wasn't bullshitting. They trained us.

Not only us, but hundreds more just like us. If it wasn't for Chief Petty Officers, there wouldn't be any U.S. Naval Force. There wasn't any fairy godmother who lived in a hollow tree in the enchanted forest who could wave her magic wand and create a Chief Petty Officer. They were born as hotsacking seamen and matured like good whiskey in steel hulls and steaming jungles over many years. Nothing a nineteen year-old jaybird could cook up was original to these old saltwater owls. They had seen E-3 jerks come and go for so many years, they could read you like a book.

"Son, I know what you are thinking. Just one word of advice. DON'T. It won't be worth it." "Aye, Chief." Chiefs aren't the kind of guys you thank. Monkeys at the zoo don't spend a lot of time thanking the guy who makes them do tricks

for peanuts. Appreciation of what they did and who they were, comes with long distance retrospect. No young lad takes time to recognize the worth of his leadership. That comes later when you have experienced poor leadership or lets say, when you have the maturity to recognize what leaders should be, you find that Chiefs are the standard by which you measure all others. They had no Academy rings to get scratched up. They butchered the King's English. They had become educated at the other end of an anchor chain from Copenhagen to Singapore. They had given their entire lives to the United States Navy. In the progression of the nobility of employment, CPO heads the list.

So, when we ultimately get our final duty station assignments and we get to wherever the big CNO in the sky assigns us. If we are lucky, Marines will be guarding the streets. I don't know about that Marine propaganda bullshit, but there will be an old Chief in an oil-stained hat, a cigar stub clenched in his teeth and a coffee cup that looks like it contains oil, standing at the brow to assign us our bunks and tell us where to stow our gear... And we will all be young again and the damn coffee will float a rock.

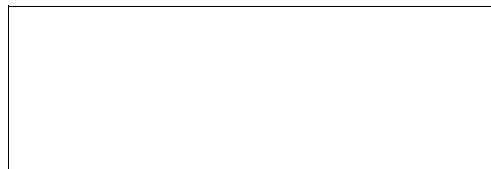
Life fixes it so that by the time a stupid kid grows old enough and smart enough to recognize who he should have thanked along the way, he no longer can. If I could, I would thank my old Chiefs. If you only knew what you succeeded in pounding in this thick skull, you would be amazed. So thanks you old casehardened unsalvageable son-of-a-bitches. Save me a rack in the berthing compartment.

Randy J. Reimer
TMCM (SW), USN, RET
On historic Route 66 in Missouri



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We're on the Web:
www.destroyers.org/uss-cogswell/



White House Greetings

From Skipper Orlie Baird

Several years ago I chanced to read the following article in (I believe it was the weekly "Parade magazine"). I have requested such greetings from the president of the United States many times for different relatives, over the terms of several different presidents, and to the best of my knowledge, they have always delivered, including a birthday letter to my mother when she reached the age of 100.

It gives a special added, different, something extra emphasis to events that rate the special card or letter. Here is the article, in case you would be interested in using it.

" " " Question: My parents will be celebrating their golden wedding anniversary next year. I heard that it's possible for them to receive a card from the President. How would I request this special service?

Answer: The White House Greetings Office sends congratulatory messages to older people on designated anniversaries and birthdays, by request. Couples celebrating their 50th (or greater) wedding anniversaries receive a card from the President, while those celebrating their 70th (or greater) anniversaries are sent letters of congratulations. Birthday greetings are available to individuals celebrating their 80th-plus birthdays, and letters are sent to those who turn 100 years or older. Requests for anniversary or birthday messages must be sent one month in advance to: the resident, the White House, Greetings Office, Washington, D.C. 20500. " " "