

THE SCUTTLEBUTT

Track The Cogswell WWII (Almost)

By Don Peirce (43-44 Plankowner)

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Special points of interest:

- New feature—bios
- New pictures from Frank Cadell and Richard Yarber
- The new Don Miller Ship-mate Locator Program
- Las Vegas reunion update
- USS RECRUIT saved
- USS Cogswell decklogs

Here is a site associated with the USS Cabot CVL-28. It has references to 'our' Ernie Pyle in the Pacific. The Cogswell, when I was aboard, screened the Cabot from time to time. Task Force 58. Ernie referred to the Cabot as the "Iron Woman of the Pacific" and wrote about her. If you are able to bring up her site there is an interesting 'colored' map of her activities. The map shows 'almost' exactly the same route the Cogswell took to glory in 43-45. <http://www.usscabot.com/>

When you get the page:

- 1 - Click on the History button on the left of the screen.
- 2 - Then click on the WW 11 Chronology button.

It should bring you to the map. Headed 'Combat Chronology and Statistics'. Scrolling down there are statistics numbered 1-24. As a Plankowner, I was on the Cogswell from one through six, leaving the ship for 'New Construction' June 6, 1944.

A New Newsletter Feature—Crewmember Bio's

By George Overman

A new regular newsletter feature begin with this edition. Each edition will contain biographies of individuals who have served aboard Cogswell. This edition includes four bios as an example of material to come in future editions. The purpose of this new feature is to inform readers about what has taken place in the lives of Cogswell crewmembers since leaving Cogswell. Future editions will contain more bios depending on the number submitted) There are certain requirements which must be met in order to be published.

Requirements:

- Must be a former Cogswell DD-651 crewmember
- Must be an active member of the Cogswell Association
- A picture of then and now (then—circa Cogswell service)
- Material must be ready for publishing, as material will be printed as received
 - Don Clasen can help with rewriting material (773-561-5188)

Priorities for publication:

- Plankowners
- 1940's crewmembers
- 1950's crewmembers
- 1960's crewmembers

Submit all bios to George Overman at the address indicated on the contact list.

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

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 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 \$16.00 ea. L-XL-XXL Red or White
- GOLF SHIRTS \$28.00 ea. L-XL-XXL Red or White
- HATS \$15.00 for 1 or \$26.00 Navy Blue or White
- Cogswell patches for 2 PATCHES \$5.00
- COFFEE MUGS \$11.00 (Not pictured)
- 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 mes-
sages. (bad ad-
dresses)

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

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

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

President's Letter I'm Excited!

By Frank Wille (63-65)

You should be, too.
The 12th USS Cogswell re-
union has everything:

- in Las Vegas, the most popular location
- the opportunity to mingle with shipmates
- prizes, prizes, prizes
- well organized reunion
- exciting guest speaker: Pete Deuterman, son of Cogswell's first CO
- bull sessions, sea stories, sharing memories
- good time of the year:
Oct 20 – 22, 2005

- updated shipmate database
- fun, fun, fun
- interesting tour to Hoover Dam & Laughlin
- cooking demonstration (for the ladies)

See you in Las Vegas!
Frank Wille

"I'm Excited"



USS COGSWELL ASSOCIATION DATABASE STATISTICS as of 07/15/05

Our database contains 3284 names total. Changes since 02/01/05 below

- **Active** = 326—down 4 (paid dues are current)
 Active members in remote regions of the world:
 Donald Hewkin (55-56) - Pureto Princesa City, Palawan Philippines
- **Inactive** = 98 - down 30 (have not paid dues for more than two years) *Betty Kurcinik has been making calls in an effort to reactivate our inactive members. Many are reactivating and others expressed they are no longer interested.—Thank you Betty.*
- **New** = 75— down 31 (New members found who were mailed a membership form, waiting for return.) *Joe Marheineke has been making calls to our previously located members who did not return their membership forms. Some are signing up, but many have been placed in the no interest category.—Thank you Joe.*
- **Reactivating** = 7
- **No Interest** = 280— up 73 (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** = 220—up 13 (known deceased shipmates)
- **Not Located** = 2265 down 13 (continues to be the largest number in database - we still need help locating.)

New members February 01, 2005—July 15, 2005

Last Name	First	City	State	Years Aboard	Rank
COLLINS	MELVIN	ELLAVILLE	GA	62-65	MM2
FOLEY	WILLIAM	EUREKA	CA	63-64	SK3
POBUDA	DANIEL	BUFFALO	MN	60-62	MM2
YARBER	RICHARD	BILOXI	MS	63-64	MM2

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 January 2005

Last Name	First	City	State	Years Aboard	Rank
BAROSS	JOHN	TACNA	AZ	51-53	FT2
BAUER	PAUL			44	FN
BRANTLEY	WARREN	SPRING HOPE	NC	43-44	WIT3
CORBIN	RICHARD	GALESBURG	IL	51-54	MM3
CUNNINGHAM	DAVID	SCOTTSDALE	AZ	57-59	LTJG
HURLEY	EUGENE	FULLERTON	CA	65	SN
KAISEN	KENNETH	BANGOR	PA	68-69	SA
MOE	ARCHIE	REXBURG	ID	59-60	BTFN
SOLI	JOHN	LAS VEGAS	NV	58-60	LTJG
STACK	MICHAEL		IN	65	EM3
TOLEN	THOMAS	PHILADELPHIA	PA	43-45	RM3



PAUL WILLIAM BAUER
(44 FN)

Dad died from pneumonia after a hip fracture. He lived in the Miamitown area west of Cincinnati and moved to Franklin County Indiana where he retired from General Electric in Evandale, Cincinnati. He was a plant engineer. He was a wonderful father. I miss him a lot.

Linda Bruns (Daughter)

RICHARD CORBIN
(51-54 MM3)

This is the e mail I hate to send but I want to tell of Richards home going July 3 at 2:50 p.m. very peacefully and we are so thankful for that. No more suffering and we have the assurance he is in Heaven and has worked all his life to get there. Its leaves a void in our lives but we make it with the strength of the Lord just as we have for the last six months. His funeral will be at 1:30 Thursday at Hinchcliff funeral home so please continue to pray for our family especially the Grandchildren that worshiped him and will certainly miss him. I thank each of you for all the prayers and now they have been answered and he is at home with our Lord which is so comforting. We have felt all the prayers and its so comforting to have friends to pray for us. We love you all and appreciate all the love you have shown us over this last 6 months. In Christ Love and God Bless each of you. Jeanine and family

DAVID CUNNINGHAM
(57-59 LTJG)

I was a sonarman on board the Cogswell from 57 - 61 and had the privilege to know Mr. Cunningham. He was a good man with a strong work ethic, and my condolences reach out to his family and Cogswell shipmates.

Don Brothers

JOHN SOLI
(58-60 LTJG)

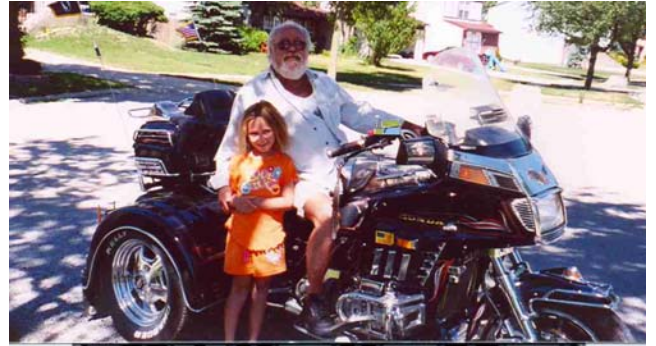
John E. Soli, of Las Vegas, passed away Sunday, May 15, 2005, at the age of 69. He was born in Austin, Minn., June 14, 1935. John attended St. Olaf's College and the University of Minnesota, where he received a degree in business. After graduation, in 1957, he entered the U.S. Navy. He attended Officers Candidates School, and was assigned to a destroyer, the USS Cogswell as an electronics officer. Following his discharge he worked for Collins Radio Company in Cedar Rapids, Iowa, and at Nellis AFB. In 1963, he and his wife, Fran, moved to Las Vegas where John owned a television leasing business. In addition to his wife Fran, he is survived by his son, Eric of San Francisco; daughter, Ann Shiveley; son-in-law, Matthew Shiveley; grandson, Evan, all of Denver; brother and sister-in-law, Paul and Evelyn Soli of Cottage Grove, Minn.; and brother and sister-in-law, Richard and Lucille Soli of Minneapolis. A memorial service will be at 11:30 a.m. Saturday, June 4, at Reformation Lutheran Church, 580 E. St. Louis. The family suggests memorials be made to the Reformation Lutheran Church or Nathan Adelson Hospice.



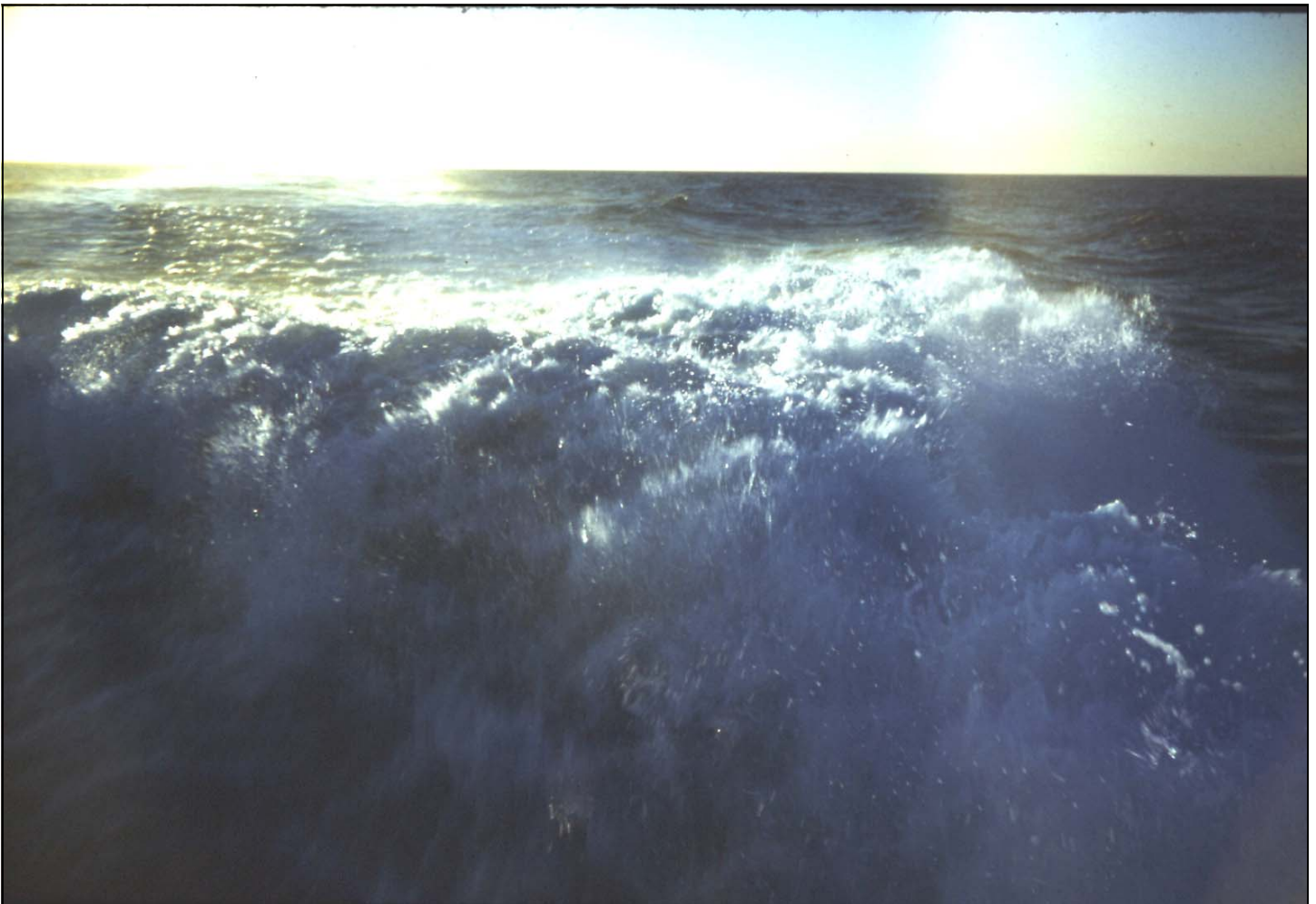
MICHAEL G. STACK



Michael G. Stack (EM3) joined the Navy in September 19th, 1962 and was discharged to the reserves September 14th, 1966. He was aboard the Cogswell during the Destroyer's tour of the West Pac in 1965 attached to the R Division. After the Navy, EM3 Stack, worked for Illinois Bell (Ma Bell) as a lineman, which became Ameritech which is now called SBC. He retired from Illinois Bell in 1998. He passed away March 10th 2005 from emphysema. He lived in Illinois and was married to my mother for 13 years and then divorced in 1980. He lived with my step-mother in Indiana and remarried to my step-mother Sue Stack (Woodward) February 14 2005, but they have been together for 6 years before they got married. Michael Stack has three children Kevin, Thomas, and Anastasia Stack.



MAY THEY REST IN PEACE



THREE SHEETS TO THE WIND

Submitted by Pete Daggett

When someone has had way too much to drink, I have heard it said that they are "three sheets in the wind." Where did that saying come from?"

Good one to research. Here's what we have, courtesy of and thanks to Steve Tinsley and Tony Scott.

The phrase comes from 18th-19th century English Naval terminology. The original phrase was "three Sheets in the wind" and referred to the erratic be-

havior of a ship that has lost control of all of its sails.

In nautical terminology sheets are the ropes that adjust the position of the sails relative to the wind. The speed and direction of a sailing ship is controlled by the number of sails raised on each mast, the angle of the sails to the wind (trim of the sails), and the position of the rudder. If the sheets used to control the sails are to break or have been released, the sheet is said to be "in the

wind." A sail thrashing wildly in a strong wind with its sheet (the control ropes) blowing about. It would be very difficult to regain control of such a sail.

Prior to the 1810's it was common for ships to have three masts, (fore, main, and mizzen). If the sheets on all three masts are "in the wind", the ship loses all steering control. The ship's lack of control is likened to that of a stumbling drunk.



Las Vegas Reunion 2005

By George Overman

All "active" members should have received the reunion flyer in the mail. Hotel rooms and rental cars are booked directly with the respective companies. Any rooms not reserved by September 20 will be released for public use and availability will be on a best effort basis. The flyer has the order form for the activities which must be booked through the Association. Please make sure this is returned to me no later than **October 07, 2005**. After that date we will do our best to accommodate the members, but there are no guarantees for the tour or banquet. The tour has a limited capacity and availability is first-come-first-served. Members who previously reserved are guaranteed seats on the bus. For those who cannot be accommodated, money will be returned at the reunion. This information is continually updated on the Cogswell web site: www.destroyers.org/uss-cogswell/

A questionnaire was mailed with the last edition of the newsletter. Several members have returned the document and those preferences are noted. If you want your opinion to be recorded you must return the questionnaire. Fill this out and get it back to me no later than September 15, 2005. Results from this questionnaire will drive future reunion activities. Results will be announced at the October reunion.

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

THE NEW DON MILLER SHIPMATE LOCATOR PROGRAM

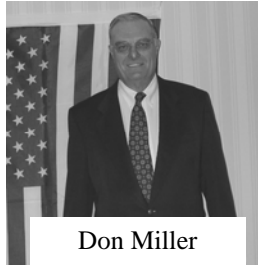
By George Overman (64-66)

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."

Hey, George, we just received the latest Scuttlebutt and, to his surprise, Bruce found a picture of he and I and our five children in it! Where did you get that picture? It was taken while he was on Recruiting Duty in Illinois, after he got off the Cogswell. We really did enjoy seeing it again....brought back a lot of memories.

Here is a little background information on the picture. Back row - Sean (8), Bruce, Chuck (13), Bruce Jr. (12), Mary and in front Tom (5) and Susie (4). Sean, Chuck and Bruce Jr. joined the Navy after high school graduation and served on submarines, Bruce Jr. making a career of the Navy and retiring from it.

Tom also joined the Navy, but he served on surface craft as a boiler tender like Bruce. He left the Navy and went into the Air Force and will retire in four years. Susie was not interested in going into the Service, but she became a wife and mother of three wonderful children and, among other things, has played a mean fiddle in many different bands.

After I get done typing this email to you, I am going to call the Plaza Hotel and make our reservations for the reunion. We are going to cross our fingers that we make it. We were so disappointed that we had to cancel the last one. but it couldn't be helped. Take care.....and thanks again for putting our picture in the Scuttlebutt.

Bruce and Mary Kittredge



PETER ALLEN DAGGETT

For a long time it seemed to me that real life was about to begin, but there was always some obstacle in the way. Something had to be got through first, some unfinished business; time still to be served, a debt to be paid. Then life would begin. At last it dawned on me that these obstacles were my life.

-- Bette Howland

My Navy career is a blur because I was drunk most of the time and my first marriage ended badly and, as much as I would like to pretend otherwise, it wasn't all her fault. All of us have aspects of our lives that we are ashamed of, things we have said and done that we wish we could do over. There is a part of me that would like to be able to purge myself of all of that crap but my self-image and what's left of my ego are too fragile to ever let that happen. I know that there are secrets I will keep to the grave. Though, the older I get the less inhibited I become... if I live long enough there may be no secrets left.

I was born in Ashland Maine two months after the USS Cogswell was commissioned. When my father got out of the Army we moved to Milwaukee. I had a blissful childhood, I lived the idyllic life of "Happy Days" Ritchie Cunningham and I graduated an unmotivated, average student from Whitefish Bay High School in 1962.

A friend, Jon Miller, and I finagled \$200.00 each, we borrowed his mothers Corvair and my Dads Chevron Gasoline card and took a month long trip all over the West, an amazing coming of age trip actually. When we got back it became imperative somehow that I start to move on. I thought about college for about 10 minutes, and came to the personal acceptance of the fact that I am not academically inclined, I figured that I would not be any better a student in college than I was in High School so the military seemed to be the only viable option.

I mustered up all the nerve I had and went down to the Recruiting Office. The Marines, Army, Coast Guard and Navy were all in the same area. I had planned to join the Marines and go to Cuba to fight Fidel Castro. Fortunately (or unfortunately), I arrived around noon and the Marine Recruiter was out to lunch with the Army and Coast Guard Recruiters. The only person left there was the Navy Recruiter. I had my nerve up and didn't think I could muster up the courage to come back later. So I told him I wanted to join the Navy. The recruiter asked me what I wanted to do in the Navy and I said I wanted to be a Boson's mate on a Cruiser on the East Coast. (I obviously knew nothing about the Navy). He just smiled and said "No problem."

I went to Boot Camp at Great Lakes Naval Training Center on September 17th, 1962. I made it two weeks and got Double Bronchial Pneumonia, almost died, I spent three and a half months in the hospital. When I finally finished Boot Camp and IC (Interior Communications) School I got a Tin-can (Destroyer) out of San Diego'

The USS Cogswell, DD 651. This old bucket of bolts was to be my life for the next three years. I mean OLD, "The Cogs" was commissioned in April 1943, three months before I was born..

I was not destined to fight Castro it turned out, apparently there was trouble brewing in Vietnam.

I was in the Philippines, it was 0400 and the loud speakers woke us up to tell us we were on "Alert" because President Kennedy had been shot. Not long after that President Johnson decided that it was necessary to escalate our investment in Vietnam and that was that. I spent the next three years chugging back and forth across the Pacific. We spent a lot of time rearranging the landscaping of that little country. Word to the wise, always check to see if the country you are going to war against has a Navy before you join the Navy. If they have no Navy, chances are you will be fairly safe.

I figured out early on (about twelve hours into Boot Camp) that the Navy and I were not made for each other. I managed to get out in 1966 without the Navy or I having had much impact on each other. My dad once told me that he "spent four years in the Army learning how to do as I was told." I also learned (slowly) that I have a taste for, and low tolerance of alcohol. There are several large chunks of time that are lost to me because I was too young and stupid to take advantage of the opportunities presented, I went to Korea, Japan, Hong Kong, Guam, Taiwan and the Philippines and all I did was head to the nearest bar. Stupid... I don't drink anything but beer any



(Continued on page 18)

BIOGRAPHY OF DICK KIEL (A QUEST TO KEEP WARM)

My aversion to cold weather may have started the day I was born in Minnesota in January of 1935. My father was a career serviceman and the family moved to Panama, MO, GA, NY, and SC. With the changes brought on by WWII, we stopped the moves in 1943 and settled in State College, PA when my father went to Europe. It was a college town with a population of about 5000 and an ideal place to live though it was only slightly warmer than Minnesota.

At the tender age of 18 I went south to the Naval Academy and graduated in 1957. Seeking even a warmer climate, I was able to select Cogswell out of San Diego. My assignments there were in engineering, ops and navigation.

In January 1959 I started submarine school in a very cold and bleak New London, CT. That June I headed south to Key West for USS Chivo, a WWII Guppy diesel boat. Chivo was transferred to Charleston where I spent four years and married my bride, Maria. In 1963 I went to intelligence school in Washington and from there I went to Fort Meade, MD for two years of shore duty. In 1966 I was assigned to USS Picuda in Key West as Ops officer and in 1968 was able to stay in Key West when I went to Threadfin as XO.

By 1969 I was assigned shore duty as a tactics instructor at the Fleet Ballistic Submarine Training Center in Charleston. I resigned my commission in 1969 and was released from active duty in 1970. I had found a climate that agreed with me and worked at the Charleston Naval Shipyard in non-nuclear testing, submarine overhaul planning and scheduling until I retired in 1990. Since retirement I have done very little. I have no particular hobbies but I'm a charter member of the local Dull Men's Club. I sometimes mentally compose irate letters to the editor of the local paper, but not one has ever actually been written. Hurricanes have recently replaced cold weather as my chief concern.



Maria and I have one son who was born in 1971. He works as a chemist at MeadWestVaCo in Charleston.

Career Navy people who have served on many ships usually cite the first assignment as being the one that significantly shaped their attitude and opinions about the service. That was certainly my experience. The recollections I have of Cogswell are like treasured melodies that play gently in my mind more frequently with each passing year.



I.C. SMITH

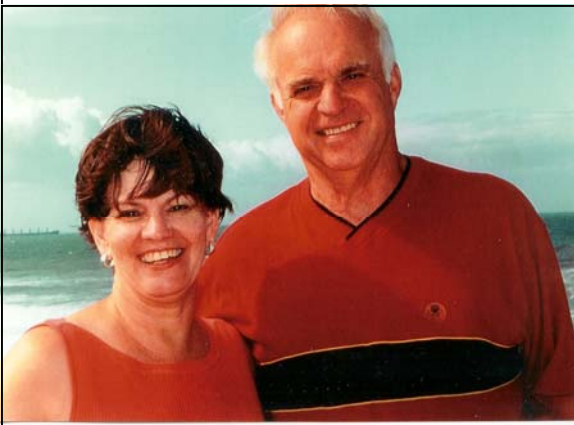
A native of Louisiana, I.C. Smith joined the Navy in May, 1962 after a couple of un-distinguished years at Northeast Louisiana State College where he had been on the basketball team. After boot camp at the Great Lakes Naval Training Center, I.C. was assigned to Fire Control Technician "A" school, though he had asked to be sent directly to the fleet as a Boatswain's Mate. After completing "A" school, he joined the USS Bauer (DE-1025) in Subic Bay, Philippines. After serving aboard the Bauer, he asked for a direct transfer to the submarine fleet (no submarine school) and was assigned to the USS Razorback (SS-394). But as the diesel electric submarines were being phased out, and I.C. had no interest in extending his enlistment to attend nuclear power school, he was transferred to the USS Herbert J. Thomas (DD-833). As the Thomas was readying for a WestPac cruise, I.C. declined to extend his enlistment for the duration of the cruise, though he was already in the second month of a involuntary extension, and was transferred to the Cogswell with about two weeks remaining in his enlistment...his story has previously been told in a previous Cogswell newsletter. Basically, he was aboard for about two weeks before he was transferred to the Naval Station in San Diego for processing out.

Upon returning to Louisiana, I.C. re-enrolled at Northeast Louisiana University (now the University of Louisiana at Monroe), going to school on the GI Bill and later, working as a police officer as he graduated from college. While working as a police officer, he met some local FBI Agents who encouraged him to apply for the FBI and in May, 1973, he reported to Quantico, Virginia for training. For the next twenty-five years, I.C. served in St. Louis, Washington, D.C.,(twice) Miami, Canberra, Australia (as the FBI's Legal Attache where he traveled throughout the South Pacific, i.e. Cook Islands, Kiribati, Western Samoa, Vanahuata, etc.) and Little Rock, Arkansas. He spent a year at the Department of State, as Chief of Investigations, Office of Counterintelligence Programs, Diplomatic Security, where he traveled to the Soviet Union, Nicaragua, China and Hong Kong, where he again rode the Star Ferry which he had first ridden as a young sailor aboard the Bauer. He continued to advance in rank and retired as a member of the FBI's Senior Executive Service as Special Agent in Charge in Arkansas during the height of White-water.

During his FBI career, I.C. worked on numerous high profile investigations, such as the assassination attempt on former President Ronald Reagan, the Larry Wu-tai Chin espionage investigation, dealt with Cuban intelligence officers in Miami, and made political corruption the highest priority in then President Bill Clinton's home state. He retired in July, 1998. While serving in Washington prior to his final transfer to Little Rock, I.C. represented the FBI on any number of Intelligence Community committee's including the National Foreign Intelligence Board where he sat, as an equal, with Admiral Richard Macke. He never got around to telling Admiral Macke that he had been a mere petty officer third class in an earlier life.

Since retirement, he has spoken out on any number of national security issues and has been quoted in such magazines as *Newsweek*, *US News & World Report*, *The New Yorker*, newspapers such as *The Washington Post*, *The Washington Times* and *The Atlanta Journal*. Further, he has appeared on *CBS Evening News*, *ABC News*, Japan's *Asahi Television* show, "The Scoop" *PBS's* "Frontline", etc. He has lectured at the Smithsonian on three occasions, at the Office of the Counterintelligence Executive and is

(Continued on page 19)



FRANK WILLE



Frank Wille was commissioned in the US Navy via ROTC, Oregon State. Upon graduation and commissioning in 1963, he was assigned to USS Cogswell (DD 651) as a brand new Ensign. His first duty was Electronic Maintenance Officer (EMO); he participated in the 1963/64 Westpac cruise as EMO. In 1964, he attended Communications Officer school and became Comm Officer later that year. He was promoted to LTjg in 1965 prior to departing Cogswell.

In June 65, he was transferred to USS Frontier (AD 25) as Communications Officer. He became Operations Department Head in 1966 and departed active service in Sept 1967.

He joined the Naval Reserve and served 21 more years as a Reserve Officer, retiring in 1989 as a Captain. He was on several ship support units, then became involved in the ship repair organization. He was Commanding Officer of 3 units: YR-84, Det 822; SIMA, Pearl Harbor 122; and NRMTF, Puget Sound (Headquarters unit).

In 1972, then LT Wille, voluntarily returned to active duty to serve on the staff of CINCPACFLT in Pearl Harbor. He served in the Command Center

for the final year of the Vietnam War and was involved in Operation Homecoming – the return of our POWs, flying to the Philippines for the final phase of the operation. He met and talked to many of the Navy returnees, including LCDR John McCain.

Frank works for Longview Fibre Co, a manufacturer of kraft paper used for corrugated boxes, paper bags, and cement bags. He is currently a Technical Service Specialist, responsible for the coordination with customers to ensure they are getting the correct quality. This involves some travel, including to several counties that we visited during Westpac. He is married to Lyna Low and has 2 grown children.



Memories of my time aboard Cogswell:

- I remember CAPT Baird reading semaphore, sometimes faster than the Signalmen
- I remember that we were in Sasebo on Nov 23 when CDR Moore announced that Pres Kennedy had been shot
- I remember the crew agreed to help paint a local school near Sasebo but the job was halted when it was discovered we were using Yellow which they believe traps evil spirits. We went back to the ship, added a little blue, and painted the school lite green.
- I remember being Station Ship in Hong Kong for 4 weeks. We had several shipmates that became permanent Shore patrol and LTjg Trantum became the liaison at the airport – a cushy job
- I remember the visit to Bepu that was off the beaten path for most ships. We visited the orphanage to distribute toys & dolls and had to meet with the local authorities after our anchor became entangled in fishermen's nets.
- I remember that in one weekend our payroll was stolen and our Comm Officer was killed in a motorcycle accident. Both were traumatic to the crew
- I remember participating in SeaFair in the Seattle area. Cogswell visited Everett where there was no base and not even a good harbor, at the time. I met some of my ROTC classmates
- I have fond memories of many sailors who served with me. We had an excellent crew. (RM2 Overman was one of my key Petty Officers).

NEW TREASURE TROVE OF COGSWELL PICTURES

By George Overman

The Cogswell Association is fortunate that we have received new photos from two individuals. The pictures on this page were submitted by Richard Yarber, MM2, 63-64. Richard has sent me approximately 100 photos and he states he has many more. Time permitting, I will begin posting many of these pictures from both Richard and Frank (next page)



Coming Home from Westpac



Cdr. Ulinger



The attached is a shot of DESRON 21 during a ASW exercise



Gone Fishin!
Richard Yarber



Williams (?)

These photos were submitted by Frank Cadell, RM3, 56-59. I have several additional photos that Frank mailed to me including more of the official Cogswell photos.



Frank Cadell
1956 Age 18



Ira Danner (L) & Robert Gustason 1956



USS COGSWELL



Shellback Initiation aboard
USS Cogswell
Latitude 0° Longitude 173°30'W
25 April 1957



Remember the PB-4Y's in
San Diego Harbor?



LETTERS (E-MAIL)



The Fletcher Model

Submitted by Don Clasen (51-53)

The models are made in Japan and the only clue as to who distributes them in the U.S. is the name Lindberg" on the box along with "Craft House Corporation, Toledo, Ohio 43607." The box also contains the notation: "Kit No. 70815." The place where I purchased my model in Evanston, Ill. is Tom Thumb Hobby & Crafts (phone: (847) 869-9575. They had catalogs of many, many models of ships and more. I am sure a call to the man who runs the hobby portion of the business could advise how to get a model.

MILITARY RECORDS

Submitted by Orlie Baird (Skipper 64-65)

This was passed to me by a retired friend. It's the first time I have heard of it and I have not made any checks yet to verify its credibility. Thought I would pass it on right away to see if any of you have heard of it, or want to take action on it.

Regards,
Orlie

" " " (Loudon, TN) Message reads: I belong to another military group and they sent me a message yesterday to inform me of a situation that members of our club might want to learn about and take whatever action they deem necessary. Apparently the National Personnel Record Center that is responsible for maintaining archives of our military records is automating their storage and management of our military records. When this is complete they plan to destroy the hard copies of our records unless requested by the veteran or a deceased veteran's family to send those records to them. If a veteran or members of the veteran's family wants to request those records be sent to them instead of being destroyed they can make their request by mail to:

National Personnel Records Center
Military Personnel Records
9700 Page Ave.
St. Louis, MO 63132-5100

or:

Make their request online at:

<http://vetrecs.archives.gov>

I just submitted my request online and have sent them my authorizing signature form that is down loadable from the web site and mailed it via USPS. The National Personnel Records Center has already sent me an e-mail acknowledging my request.

Please forward this message to all the members of the Tellico Village Military Retiree's Club.

Thank you.
Al Porell " " "

OPERATION HARDTACK

Dick Kiel asked me to send an "all hands" message about this event. He wants to find out if anyone knows the name of the Fletcher DD that people went aboard to try to light off the boilers of the Bikini Atoll relic. The DD was in Pearl at the time. If anyone knows the name of this DD, please respond to Dick via e-mail (rhk1118@cs.com), or call 843-556-3207. Some of you may remember, if you were at the San Diego reunion, Betty spoke of her difficulties getting a response from the government over Barry's death. It's nice to see that she did get it resolved.

WELL DONE

Submitted by Don Peirce (43-44 Plankowner)

Just finished reading the latest issue of the Scuttlebut (February 2005). It is the best I have ever read!

Two (2) things I found fascinating.

1: Page 13. Fourth paragraph. "The Commander-in-Chief ~~"

(Continued on page 16)

I was aboard on 22 February 1944. We, at least me, knew 'only' that Admiral Halsey (TF 58) had sent a "Well Done" to the ships. I would be 'greatly' interested in receiving a copy of that communication if, in fact, it exists. Curious that it seems to be an insertion as the date does not follow the text of the previous or following paragraph.

2: Page 5. USS Porter DD 579 'Untold Story' ~~~~~

Found it also curious that my cousin, the ineffable Pete Daggett, in telling the story of the unfortunate Willie D, neglected to mention that the Cogswell was one of the 'other' Destroyers making 'runs' on the Iowa that day. I had posted a query on our Bulletin Board regarding that ship previously. I wondered if anyone knew what had happened to the fireman who was on the 'checks' when the boiler burned up for lack of water. That post was answered. I recall being told when we got to San Diego that the fireman received a court-martial and a 12 year sentence (@ hard labor) @ the Portsmouth, NH Naval Prison. Perhaps the source was the Chief Watertender inspiring due diligence in youngsters performing the same job on the Cogswell? Anyway -- It was a great issue. I commend all who worked to produce it.

NAVY SITE

Submitted by Walt Dziedzic (59-62)

This is a pretty good Navy Site that you may or may not want to include in the next newsletter. Great photos of all my ships EXCEPT Cogswell are in there along with a lot of other "stuff"!

http://www.bluejacket.com/index_navy.html

TYPHOON ADVENTURE

Submitted by Don Brothers (57-61)

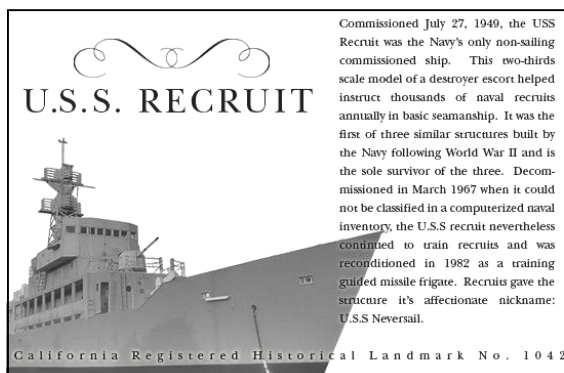
I just wanted to say that the recent "Scuttlebutt" article by Charles Blount brought back some vivid memories of that fateful loss of life event that evening while the Cogswell battled the typhoon. I was a sonar man aboard her from 57-61 and do appreciate reading about the people and circumstances of those days.

USS RECRUIT SAVED!

Submitted by Joe Garza

(San Diego Old Timers Communications)

The former USS RECRUIT is to be dedicated as a State Registered Historical Landmark. We hope it will live on as an NTC museum honoring the contributions our enlisted people have made to the Navy and our country. Many of us were among the 50,000 who trained on the Neversail. I hope you are able to attend the ceremony at Liberty Station (formerly Naval Training Center) at 11:00 on Aug 13.



Commissioned July 27, 1949, the USS Recruit was the Navy's only non-sailing commissioned ship. This two-thirds scale model of a destroyer escort helped instruct thousands of naval recruits annually in basic seamanship. It was the first of three similar structures built by the Navy following World War II and is the sole survivor of the three. Decommissioned in March 1967 when it could not be classified in a computerized naval inventory, the U.S.S. recruit nevertheless continued to train recruits and was reconditioned in 1982 as a training guided missile frigate. Recruits gave the structure its affectionate nickname: U.S.S. Neversail.

THE MEMBERS OF
*E. Clampus Vitus, John P. Squibob Chapter,
The Corky McMillin Companies, and The NTC Foundation*

Cordially invite you to attend the dedication of
California's newest State Registered Historical Landmark,
THE U.S.S. RECRUIT
August 13, 2005
11:00 am - 12:30 pm

Located at *Liberty Station,*
(THE FORMER NAVAL TRAINING CENTER, SAN DIEGO)
This ship provided training for more than 50,000 young
sailors a year, in over four decades of service.
She now becomes the gateway monument to *Liberty Station.*
Please join us to celebrate her new status as an important historical landmark.



DIRECTIONS TO EVENT

FROM ROSECRANS
South on Rosecrans to Laning. Turn left on Laning and head south.
Look for signs on left hand side of street.

North on Rosecrans to Laning. Turn right onto Laning and head
south. Look for signs to event on the left hand side of street.

FROM HARBOR DRIVE
West on Harbor Drive to Laning. Turn right onto Laning and make
an immediate right into event parking lot.

OUR NAVY, THEN AND NOW!!

Submitted by Tom Lamson (67-68)

Then - If you smoked, you had an ashtray on your desk.
Now - If you smoke, you get sent outside and treated like a leper.
Then - Mail took weeks to come to the ship.
Now - Every time you get near land, there's a mob topside to see if their cell phone works.
Then - If you left the ship it was in Blues or Whites, even in home port.
Now - The only time you wear Blues or Whites is for ceremonies.
Then - You wore bellbottoms everywhere on the ship.
Now - Bellbottoms are gone and 14 year-old girls (or "funny boys") wear them everywhere.
Then - You wore a dixie cup all day, with every uniform.
Now - It's not required and you have a choice of different hats.
Then - If you said "damn," people knew you were annoyed and avoided you.
Now - If you say "damn" you'd better be talking about a hydroelectric plant.
Then - The Ships Office yeoman had a typewriter on his desk for doing daily reports.
Now - Everyone has a computer with Internet access and they wonder why no work is getting done.
Then - We painted pictures of pretty girls on airplanes to remind us of home.
Now - We put the real thing in the cockpit.
Then - Your girlfriend was at home, praying you would return alive.
Now - She is on the same ship, praying your condom worked.
Then - If you got drunk off duty, your buddies would take you back to the ship so you could sleep it off.
Now - If you get drunk off duty, they slap you in rehab and ruin your career.
Then - Canteens were made out of steel and you could heat coffee or hot chocolate in them.
Now - Canteens are made of plastic, you can't heat them because they'll melt, and anything inside always tastes like plastic.
Then - Our top officers and chiefs were professional sailors first. They commanded respect.
Now - Our top officers and chiefs are politicians first. They beg not to be given a wedge.
Then - They collected enemy intelligence and analyzed it.
Now - They collect our pee and analyze it.
Then - If you didn't act right, they'd put you on extra duty until you straightened up.
Now - If you don't act right, they start a paper trail that follows you forever.
Then - Medals were awarded to heroes who saved lives at the risk of their own.
Now - Medals are awarded to people who show up for work most of the time.
Then - You slept in a barracks, like a soldier.
Now - You sleep in a dormitory, like a college kid.
Then - You ate in a Galley. It was free and you could have all the food you wanted.
Now - You eat in a Dining Facility. Every slice of bread or pat

of butter costs, and you can only have one.
Then - If you wanted to relax, you went to the Rec Center, played pool, smoked and drank beer.
Now - You go to the Community Center and can still play pool, maybe.
Then - If you wanted a quarter beer and conversation, you could go to the EM or Officers' Club.
Now - The beer will cost you two dollars and someone is watching to see how much you drink.
Then - The Exchange or Ship's Store had bargains for sailors who didn't make much money.
Now - You can get better merchandise, and a whole lot cheaper at Wal-Mart.
Then - If an Admiral wanted to make a presentation, he scribbled down some notes and a YN spent an hour preparing a bunch of charts.
Now - The Admiral has his entire staff spending days preparing a PowerPoint presentation.
Then - We called the enemy things like "Commie Bastards", "Reds" or whatever is important at the time, because we didn't like them.
Now - We call the enemy things like "Opposing Forces" and "Aggressors" so we won't offend them.
Then - We declared victory when the enemy was dead and all his things were broken.
Now - We declare victory when the enemy says he is sorry and won't do it again.
Then - A commander would put his butt on the line to protect his people.
Now - A commander will put his people on the line to protect his butt.

Believe it or not, the following placque was seen on the wall of a Personnel Office, aboard a well known aircraft carrier, in San Diego (seen by a visiting news reporter) This placque remained on that wall for almost a year, until a new Skipper came aboard, and "lost it" the Chief who placed the placque there was asked to retire, or face a court martial

It read (yes, I cleaned it up)

"I love the (blanking) Navy, and the Navy loves (blanking) me!"

(Continued from page 9)

more and I still have to be careful not to over do.

That's me on the left... I think....

Oops, almost forgot, I got married to a person from El Monte, California in 1965. As long as I spent 85% of my time over seas the marriage was pretty blissful. Once I got out of the Service and we had to actually spend time together it became apparent that it was a poor match. We went to marriage councilors and tried lots of stuff but we separated, finally, in 1976. Unfortunately, in the interim we adopted a son, Russell Allen in 1968. She got custody of him and I was so intimidated by the whole thing I didn't fight her for him... I should have.

I met Christy through a friend and we hit it off from the first minute. There were obstacles (Like my divorce) and trials to overcome but we finally got married in 1982 in my parents living room in Mequon Wisconsin. It was a real special wedding just Russell, and Christy's two sons Jeff & Robert, my sister Sue and her husband Ross, their kids Christine and Katy and my Mother and Father. Dad had found a retired Judge who was a little eccentric (to be kind) to marry us. He was a local radio personality who was a spokesman for the Ultra-Conservative loony's indigenous to that neck of the woods.

Dad died three years after this was taken. At the time, no one, including him, knew he had cancer... after almost 20 years it is still difficult for me to talk about him. He was a great guy, a loyal friend and confidant... I miss him every day.

As I mentioned, Christy already had two sons. We lived in Canoga Park, California in a wreck of an apartment building, then her parents moved to Lake Los Angeles and we bought their house in North Hollywood. We sold that house a few years later and moved to Canyon Country but we soon figured out we were over our heads because it was costing us an arm and a leg every month to live there so we sold it and moved out to Acton in '86. We anticipated that we would move out of here after five or six years, but it looks like we're going to have to stick around a while. We have plans to add on a couple of rooms to the back and that should keep us going for a while. Even after adding two rooms the house will still be small for 9 people but Windsor Castle would be small for this bunch.

There I go digressing again.

When I got out of the Navy I took a month off and traveled around with the "person from El Monte". When we got home, on a Wednesday, I said to myself that I would spend the next two months looking for a job and if I couldn't find one I would go back into the Navy. I went out and bought a newspaper and opened it to the classified section and there was a big ad that said PACIFIC BELL IS NOW HIRING, I called them on a Monday and went down for an interview the next day. They called me on Friday and said I could start work as a Frameman on Monday at the El Monte Central Office. Thirty years one week and four days later, on December 2nd, 1996 I retired as a Technical Support Manager.

A lot of interesting things happened, I saw technology change radically over those thirty years, I was trained in mechanical switching called Step By Step that had been chugging along for 70 years, there was the new stuff starting to take over, a sort of integrated mechanical switching called #5 Cross Bar. Then Electronic Switching came along in the late 60's, before we were even out of the decade Digital Switching was introduced. It got to the point where all my energy was consumed by trying to keep up with what was around the corner.

In 1994 I finally gave up trying to keep up with progress... at 17:15, June 3rd, 1994 to be precise. I had a heart attack. Nothing like a confrontation with mortality to help you get your priorities rearranged. After recuperating from an Angiogram, and Angioplasty in July, and eventually, in November, I had a triple bypass to repair the aneurism caused by the Angioplasty I went back to work in February of 1995, but I was totally out of it, emotionally, technically and every other way. You take seven months off someday and try to jump back into the swing. I was lost, frustrated and then apathetic. Then SBC (Southern Bell Communications - or - Short Block Chevy - or - Southern Baptist Church... whatever) bought Pacific Bell and "made me an offer I couldn't refuse." I got my thirty years in and said "Adios". Someone asked me which retirement gift I wanted I said all I want a small brass plate on the wall beside the loading dock door that says:

Peter A. Daggett passed through this portal
at 4:00 in the afternoon
of December 2nd, 1996
and
never looked back"

In 1989 Christy got fed up with her job at a local HMO, I was at my mothers home in Mequon, Wisconsin taking a break from a company school in Lisle, Illinois. I was talking to Christy on the phone about school and she said, "Oh by the way, I just quit my job, I want to stay home and take care of Foster Children." I said "Oooookay, can we afford to do that?" "She said the State will pay us to take care of them and it's what I want to do." Well that was that. About a month later we had a 15 year old girl here, the social worker didn't bother to tell us that the reason she brought her to us was that the Psychiatric Ward at Antelope valley was full. (Truth). After threatening Jeff and attacking Christy and me, mistaking me for her brother, Christy having to call 911 three times, picking her up at the school for fighting twice, and other bizarre behavior, we finally got her Social Worker to take her someplace she could be properly cared for.

I thought Christy would be fed up and our Foster Parenting Career was going to be short lived but then Christy brought home Tim (Mike), then a week later, Christian, and then Cindy, "B", Calie, Monica, and Autumn. There were several more kids staying here but they eventually went to their parents or other family members. Then we adopted Christian, Cindy and Calie then Monica then Autumn now Mike. "B"'s adoption is in the works too. I may have to go back to work just to get some rest... (Mike was adopted in 1999)

scheduled to lecture at the 3rd Annual International Spy Conference in Raleigh, N.C. in August, 2005 on the subject of China's spy network.

In November, 2004, I.C.'s book, *INSIDE A Top G Man Exposes Spies, Lies and Bureaucratic Bungling Inside the FBI* was published. It is in part a memoir as well as his observations of some of the historical events he encountered during his quarter century career. It is written with complete candor and is filled with at least seventy-five examples of new revelations. His book is profiled at his web site www.icsmith.com.

While I.C. very likely served aboard the Cogswell the briefest time of all Association members, he does have great pride in his service in the Navy and is indeed, proud to have been, albeit all to brief, a member of the Cogswell crew.

SOME BLURBS TO SCATTER IN THE NEWSLETTER

Submitted by Pete Daggett

U.S. Department of the Navy Anniversary

On 30 April 1798, Congress established the Department of the Navy. They did this in order to meet the need for an executive department responsible solely for, and staffed with persons expert in, naval affairs, on the eve of the commencement of armed hostilities with the naval forces of France, the conflict known as the Quasi-War.

- Harass Navy men being transferred? Nah, they're in deep water already.
 - It reminds me of being in the Army, even though I was in the Navy. - Yogi Berra
 - Military Rule written by Marshall Law.
 - My nephew is so vain, he joined the Navy so the world could see him!
 - NO CARRIER - Hacker's and Navy Pilots' worst nightmares!
 - Navy (n): An army entirely surrounded by water.
 - Navy has 2 kinds of ships. Submarines and Targets.
 - Power corrupts. Absolute power is kind of neat. - John Lehman, Secretary of the Navy 1981-1987
 - Ships Of The Navy written by P. T. Bote
 - Spoils of war (n): Navy chow.
 - To cut military spending, from next year all guns will be coin-operated.
 - War hath no fury like a Draft Dodger with his own Army and Navy.

- **AGROUND**

A few years ago the nuclear aircraft carrier Enterprise was returning to its base at the Oakland-Alameda Naval Base when the ship's captain, misreading the tides, managed to run the carrier aground on the mud flats of San Francisco bay. This event went down in history as being one of the finest examples of . . . grounding the warship you walk on.
Stan Kegel

NAVAL SHIPYARD: House of warship.

USS COGSWELL, DD 651. WAR DIARY OPERATIONAL REMARKS.

Submitted by Don Peirce (Plankowner)

December 2, 1943

United States Ship Cogswell. Zone description + 7.

04:00 to 08:

06:00 22 enlisted & 5 Officers came aboard for transportation to the port of arrival with records, accounts and baggage for assignment to ComAirPac.

C. E Hughes, III, Lt. (jg) USNR.

08:00 to 12:00:

Shifted mooring to pier # 4 south, Des. Base, San Diego. Pilot Davis, Bos'n, USN.

J. M. Ginther, Lt. (jg), USNR.

12:00 to 16:00:

14:30 Received from ammunition depot, San Diego, CA 21 boxes 40 mm ammunition, 21 boxes 20 mm ammunition, 2 depth charge detonators.

14:40 Received from the Bank of America, National Trust & Savings Assn. San Diego, CA \$35,000 brought aboard under armed guard.

J. K. Cogswell III, Ens., USNR.

Zone Description + 7. December 3, 1943.

08:00 to 12:00:

Moored as before, 08:00 Mustered crew at quarters. Absentees: XXXX, F3c; XXXX F1c; XXXX F2c; AOL since 07:00 12/3/43.

H. C. Shelton, Lieut., USNR.

Zone Description + 7. December 4, 1943.

08:00 to 12:00:

Moored as before, Mustered crew at quarters.

Absentees:

XXXX F3c, AOL since 07:00 12/03/43; XXXX F1c, AOL since 07:00 12/03/43; XXXX F2c, AOL since 12/03/43. XXXX BM2c AOL since 07/04/43.

11:00 Pursuant to the orders of the Senior Shore Patrol, XXXX CY was brought aboard under armed guard, being charged with disorderly conduct and being AOL since 07:00 12/03/43 and was made a PAL by order of the Commanding Officer.

J. K. Cogswell, III, Ens. USNR.

12:00 to 16:00:

14:00 By order of the Commanding Officer, XXXX, S2c USNR was released from confinement and restored to duty. The period of confinement having expired.

15:30 XXXX, Bkr.1c, USN returned aboard. AOL since 11:00 12/04/43.

15:55 XXXX, F3c; XXXX, F1c; XXXX, F3c AOL since 12/03/43 reported aboard and were made P.A.L's by orders of the Commanding Officer.

C. D. Pulver, Lt. (jg), USN.

16:00 to 20:00:

16:15 XXXX, BM2c USN was transferred to Receiving Station, San Diego, CA, XXXX, RM1c USN and XXXX, RM1c, USN were transferred with baggage to U.S. Rec. Station, Boston, MA. with records and accounts to be forwarded via registered mail.

16:20 XXXX, S2c, overcome by carbon tetrachloride fumes in chemical warfare locker. No special treatment required. Condi-

tion one half hour later good. Treatment: Rest for 12 hours.

Made all preparations for getting underway.

16:54 Underway & enroute San Diego, CA, for Pearl Harbor, T.H. in company with USS Young. Speed 21 knots (206 rpm).

18:35 USS Young takes station on stbd beam, distant 2000 yards. 14:35 Set all clocks back one (1) hour to zone plus 8 time.

19:26 Sighted ships lights, bearing 252 T.

19:37 Sighted 3 ships.

19:52 Changed course. 18:58 Challenged ships. Identified as friendly.

R. F. Leverenz, Lieut., USNR.

Note: There is nothing of significance, to me, until 12/09/43.

Zone description + 9 1/2. December 9, 1943.

00:00 to 04:00: Steaming in company with USS Young.

H. C. Shelton, Lieut., USNR.

04:00 to 08:00: 06:30 sighted Molokai Island, bearing 162 T distant 13 miles.

R. F. Leverenz, Lieut., USNR.

04:00 to 08:00: Steaming as before. 8:24 Young took station astern in column. 1,000 yards. 08:38 Passed Makapupu Point abeam to stbd. 5 miles. 09:09 With Diamond Head abeam to stbd. at 5 miles changed course to proceed through swept channel entrance. 10:21 Passed through a/s nets. 11:10 Moored port side to USS Craven in berth X-6, Pearl Harbor, T. H.

R. F. Leverenz, Lieut., USNR.

12:00 to 16:00: Moored as before. Officers & enlisted men being transported depart the ship.

H. C. Shelton, Lieut., USNR.

Next will pick up on December 10, 1943 when the ship sends 3 men to the Naval Dispensary with a PhM2c & Doctor for consultation & a large number of men board as an Anti-submarine training group and the ship gets underway for anti-submarine training exercises @ 07:25. Upon her return that night she took on 87,370 gals., fuel oil. Completed 20:11. Draft forward. 13' 3" aft 14' 5".

December 11, 1943:

Two men, XXXX, S1c USN and XXXX, MoMM2c USN transferred to Aiea Naval Hospital with records, baggage, and accounts.

Training with USS Young, DD 580 & USS Abbott, DD 629 in Firing & Torpedo firing practices.

Expended 7 Mk. 11 torpedoes & 10 Mk 15 & 270 rounds of 5"/38 cal. AA target projectiles.

December 12, 1943:

XXXX, S2c USNR transferred to US Naval Hospital, Aiea for treatment. Underway to engage in anti-aircraft and surface firing exercises in company with USS Young DD 580.

XXXX, S1c injured the third finger of his right hand when a 5" projectile fell on it during firing at # 1 - 5"/38 cal gun mount. Treatment: Finger splinted & dressed. Patient restored to duty.

Injury not result of patient's misconduct.

Note: Misfire on gun 43. Six unsuccessful attempts made to fire. Thirty minutes later gun was unloaded and primer examined. Found indented. Misfire due to faulty primer. Cartridge was thrown overboard.

Returned to nest. Moored with USS Healy, DD 672; USS Halford, DD 480, and USS Colahan, DD 658.

Pursuant to the Officer - In - Charge, Radar Operators School,

(Continued on page 22)

A Little Humor

Bubba Joe's first military assignment was to a military induction center, and, because he was a good talker, they assigned him the duty of advising new recruits about the government benefits, especially the GI insurance to which they were entitled. Before long the Captain in charge of the induction center began noticing that Bubba was getting a 99% sign up for the top GI insurance. This was odd, because it would cost these poor inductees nearly \$30.00 per month more for their higher coverage than what the government was already granting. The Captain decided that he would sit in the back of the room and observe Bubba's sales pitch. Bubba Joe stood up before his latest group of inductees and stated, "If you have the normal GI insurance and go to Iraq and are killed, the government pays your beneficiary \$12,000." "If you take out the supplemental GI insurance, which will cost you an additional \$30.00 per month, the government pays your beneficiary \$200,000." "Now," Bubba concluded, "which bunch do you think they're gonna send into combat first?"

Three men are sitting stiffly side by side on a long commercial flight. After they are airborne and the plan has leveled off, the man in the window seat abruptly says, distinctly and confidently, in a low voice, "Admiral, United States Navy, retired. Married, two sons, both surgeons." After a few minutes, the man in the aisle seat states through a tight lipped smile, "Admiral, United States Coast Guard, retired. Married, two sons, both judges." After some thought, the fellow in the center seat decides to introduce himself. With a twinkle in his eye, he proclaims, "Master Chief, United States Navy, retired. Never married, two sons, both Admirals." (Walt Dzedzic 59-62)

Scrubbing the Bulkhead

I was scrubbing the bulkhead on the USS Kitty Hawk one Sunday morning when the loud-speaker announced, "Religious services. Maintain silence about the decks. Discontinue all unnecessary work." An hour later, the opinion many of us held regarding our daily routine was confirmed with this announcement, "Resume all unnecessary work." (Pete Daggett 63-66)

As a department head stationed on a Navy vessel, I was concerned about one of my senior enlisted men. He was a superb technician, but he had a problem taking orders. One day I took him aside and suggested he try something that had worked for me. "Whenever an officer gives you a directive that you think is stupid," I told him, "just say, 'Yes sir!' But in your mind, think, 'Your're an idiot!' Will this work for you?" He smiled at me and replied, "Yes, sir!" (Pete Daggett 63-66)

A man decided to write a book about famous churches around the military. He bought a plane ticket to Camp Lejeune, thinking he would start by working his way across the USA from south to north. On his first day he was inside the Base Chapel taking photographs when he noticed a golden telephone mounted on the wall above a sign that read "\$10,000 per call." The man, being intrigued, asked a Marine who was strolling by what the telephone was used for. The Marine replied that it was a direct line to heaven and that for \$10,000 you could talk to God. The man thanked the Marine and went on his way. Next, he stopped at Andrews Air Force Base in Washington, DC. There, at a very large Chapel, he saw the same golden telephone with the same sign under it. He asked a nearby Airman what this phone's purpose was. She told him that it was a direct line to heaven and that for \$10,000 he could talk to God. "O.K., thank you," said the man, and left. He then traveled to Ft. Leonard Wood, MO, Wright Patterson AFB, OH, Annapolis, MD, and Parris Island, SC. In every chapel he saw the same golden telephone with the same "\$10,000 per call" sign under it. Upon leaving Parris Island, he decided to travel to a Navy ship to see if he would find the same phone. He arrived onboard and while waiting to visit the ship's chapel, he was invited into the Chief's Mess. There was the same golden telephone. This time, however, the sign under it read "40 cents per call." The man was surprised. Just then, a Chief walked in and he asked about the sign. "Sailor, I've traveled all over America and I've seen this same golden telephone in many chapels on many different military installations. I'm told that it is a direct line to Heaven, but in the Marine Corps, the Army, the Air Force, and even other parts of the Navy, the price was \$10,000 per call. Why is it so cheap here?" The Chief smiled and answered, "You're in the Chief's Mess now son, it's a local call." (Al Burns 66-68)

(Continued from page 20)

XXXX, S2c USNR reported aboard for temporary duty.
Lt. (jg) XXXX, USNR also reported aboard for temporary duty.
Verbal orders from Radar School's Officer - In - Charge.
Received 23,352 gals of fuel from fuel barge.

December 13, 1943:

Ensign XXXX, USNR left the ship for temporary duty at the Fleet Gunnery & Torpedo School, Pearl Harbor, T. H.
Ensign XXXX, USNR left the ship for temporary duty at the Destroyer Radar and Gunnery School, Pearl Harbor, T. H.
The following named men left the ship for temporary duty at the Fleet Gunnery and torpedo school: XXXX, TM3c USNR and XXXX, TM3c USNR.

Underway in company with USS Young DD 580 as escort to USS Cabot CVL 28, to conduct training exercises.

December 14, 1943:

Steaming as before - Screening Cabot during exercises. Tow-line taken from Cabot. Cargo whip line taken from Cabot & baggage transferred.

Cabot lost a man overboard from plane casualty during plane recovery.

Man overboard recovered by Young.

December 15, 1943:

Steaming as before -
Operations with Cabot & Young continuing. Took station on Cabot for transfer of man from Young to Cabot. All kinds of drills and screening of Cabot which launches & retrieves aircraft.

December 16, 1943:

Steaming as before -
Continued operations with Cabot & Young including night operations and firing at towed aircraft targets, torpedo runs, abandon ship & fire drills.

Returned to Pearl Harbor and refueled ship. Received 91,140 gals of fuel oil. Draft of ship forward. 13'0", aft 14'6".

December 17, 1943:

Underway, in company with USS Cowpens, CV 25 & USS Healy, DD 672. Continued operation of Carrier launch & recovery of aircraft.

December 18, 1943:

Steaming as before -
Continued plane guard operations. Launch & recovery of aircraft.

December 19, 1943:

Steaming as before -
Operations as screening plane guard during day flight qualifications. Conducting Anti-aircraft firing exercises.

December 20, 1943:

Steaming as before -
Continuing operations - Launching & recovery of aircraft with Cowpens & Healy. Firing practice & AA gunnery exercises.
12:11 Commenced firing 5"/38 cal; 40 mm and 20 mm AA battery for scheduled exercises.

13:00 The following men received injuries while members of the after 20 mm gun battery by firing of # 5 5"/38 cal gun-
XXXX, GM1c Flash burns about the head & arms. Treatment: Sulfathiazole ointment applied. Man placed on binnacle list;
XXXX, S2c Abrasions on left cheek, forehead, and left forearm. Treatment: dressing applied. Man restored to duty.
XXXX, MM1c Right hand lacerated. Question of fracture in middle right digit, skin singed over left forearm. Fingers

splinted and burn treated. Patient placed on binnacle list.
XXXX, F1c Superficial abrasion on right chest, superficial burn on right forearm. Patient restored to duty. XXXX, F2c Superficial burn on eyelids and left conjunctiva, singed right forearm. Patient restored to duty. XXXX, S1c Mild concussion. Patient placed on binnacle list.

16:20 Moored fore & aft to buoys in berth X-8, Pearl Harbor. The following named men were transferred with bag, baggage, and records to the US Naval Hospital, Aiea for treatment:
XXXX, MM1c USN; XXXX, QM1c USN; XXXX, CM1c USN.

20:00 to 24:00

The following named men reported on board from temporary duty at Fleet Gunnery and Torpedo school: XXXX, TM3c USNR; XXXX, TM3c USNR.

Completed fueling ship. Received on board 69,846 gals fuel oil. Draft fwd, 12'6" aft 14'5".

December 21, 1943:

04:00 to 08:00 - Moored as before - The following named men were transferred to Radio Operators School, Cablin, T. H.
XXXX, QM2c USNR, and XXXX, S2c USNR.

08:00 to 12:00 - XXXX, StM2c was transferred to the US Naval Hospital, Alea Heights, T. H. for treatment, pursuant to orders of the Commanding Officer, accompanied by health record and baggage. Records and accounts forwarded by registered mail.

09:30 The Captain held mast and assigned punishments as follows - XXXX, F1c - Offense, While standing watch on # 2 Boiler checks was found reading technical material 10 feet from area of checks. Awarded a warning; XXXX, S2c. - Offense, unauthorized possession of another man's clothing. Awarded a Summary Court Martial; XXXX, StM1c - Offense, Insolent and overbearing attitude in addressing an Officer. Awarded six months probation in rating; XXXX, F1c - Offense, AOL from 07:00, 3 Dec. 1943 to 15:00, 4 Dec. 1943. Awarded 10 hours extra duty; XXXX, F2c - Offense, AOL from 07:00 3 Dec. 1943 to 15:00 4 Dec. 1943. Awarded ten hours extra duty; XXXX, F3c - Offense, AOL from 07:00 3 Dec. 1943 to 15:00 to 4 Dec. 1943. Awarded 10 hours extra duty; XXXX, Bkr1c - Offense, AOL from 11:00 4 Dec. 1943 to 15:00 4 Dec. 1943. Awarded a warning; XXXX, Stm2c - Offense - AOL from 08:00, 11 Oct., 1943 to 22:00 9 Nov. 1943, a period of 29 days and 14 hours. Awarded a Summary Court Martial; XXXX, S1c - Offense (1) Lying, (2) Using threatening language toward his superior petty officer. Awarded a Summary Court Martial.

XXXX some names are omitted to avoid any embarrassment. If anyone would like to know if they are the person mentioned please send an e-mail to Don Peirce—TEXDON71@aol.com or give me a call and I will forward your message. (George Overman)

USS COGSWELL DD-651 ASSOCIATION

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