

# THE SCUTTLEBUTT

## The Final Word? Which Ship Was the First Into Tokyo Bay? From Terry Miller - President TCS

Many ships try to lay claim to having been first in Tokyo Bay. The problem was that the bay is large and ships couldn't all see each other and the ships actually entered Sagami Wan on the 27th of August and then moved into Tokyo Bay on the 29th because the Japanese didn't have enough minesweepers. Pilots had to be boarded for each Allied ship to steer passage through the minefield between Sagami Wan and Tokyo Bay.

Obviously, minesweepers entered the bay first and it appears that a group of destroyers followed them into the bay as the first destroyers. The cruiser USS San Diego was the first to tie up to a pier in Japanese waters, the others anchoring at various spots around the bay for security reasons.

The destroyer USS Taylor was the first to anchor in Japanese waters when she accompanied the Missouri along with the Nicholas and O'Bannon on the 27th, two days before moving into the Bay. So it's difficult to say which ship was first to anchor in the Bay but it would have been on the 29th because no Allied ships passed beyond Sagami Wan until there were enough minesweepers to lead them. I know it isn't a definitive answer but I hope that it helps.

Terry

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### Special points of interest:

- More biographies
- Mini reunion proposal
- The new Don Miller Ship-mate Locator Program
- 2007 reunion update
- Yarber's update

### ATTENTION!!

If you have not received an e-mail message from the Cogswell Association in the past month it is probably because we do not have your valid e-mail address on file. Please send us your current e-mail address if it has changed recently. We are getting a lot of bounced messages. (bad addresses). Send current e-mail address to: [uss-cogswell@cox.net](mailto:uss-cogswell@cox.net)

## CHANGE OF ADDRESS:

**USS COGSWELL DD-651 ASSOCIATION  
PO BOX 6098  
OCEANSIDE CA 92052-6098**

# 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.

Current Association members who choose to convert to a life membership will be given credit for any dues already paid for membership beyond 2006. 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 each year. If you are paid beyond 2006, and wish to take advantage of the new life membership send the appropriate amount to:

**USS COGSWELL DD-651  
ASSOCIATION  
PO BOX 6098  
OCEANSIDE CA 92052-6098**

## 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)
- 2005 Cogswell Reunion Photobook \$25.00
- 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:**

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**Treasurer:**

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Colfax IA 50054-7516  
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**New Position:****Director—Don Miller Shipmate Locator**

Alice Lincoln  
10512 South 36th Ave West  
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## President's Letter Las Vegas Rolls Again

By Frank Wille (63-65)

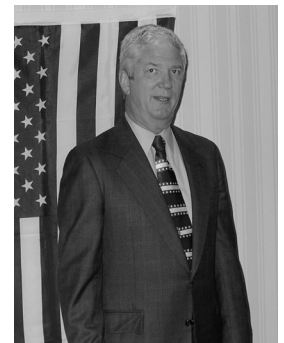
Once again, the USS Cogswell (DD 651) Association invaded Las Vegas on Oct 20 thru 23 for our 12<sup>th</sup> Reunion (we were in Las Vegas twice before: Oct 93 and Oct 96). The Plaza hotel was our headquarters and they provided a spacious meeting room and nice dinner. More than 110 members and guest participated and a good time was had by all.

Special thanks to George Overman for coordinating this reunion, working closely with the hotel to secure the best prices for all events. George and Orv Williams secured several items for our raffle which helped defray the costs of the reunion and allowed us to pay the bills without charging a registration fee. (Other groups hire professional agents to arrange reunions; we have always done our reunions with volunteers which keeps the costs low. Thanks to George, and all previous reunion coordinators for their valuable help.)

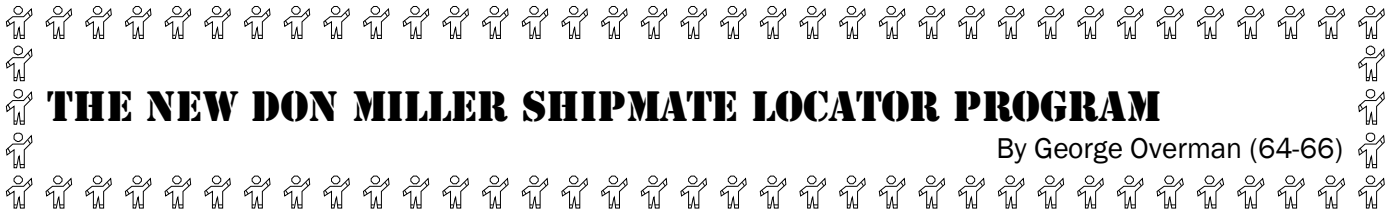
At the Association meeting, there were only a few

items to discuss:

- The location for the May 2007 Reunion. Possibilities discussed were Branson; Washington, DC; Bath, Maine. The Executive Committee will contact these possible sites and choose the location early next year. Our rotation of sites points towards the East for the 2007 reunion.
- Naming Alice Lincoln as the member locator coordinator. Alice has found several prospective members for us.
- The current slate of officers was reelected.
- There was a spirited discussion about Cogswell being the first warship into Tokyo Bay. Several members gave eyewitness accounts stating em-



*(Continued on page 13)*



# 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 developing a new rewards program. We still have over 2000 missing crew-

members that need to be found. The following 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.

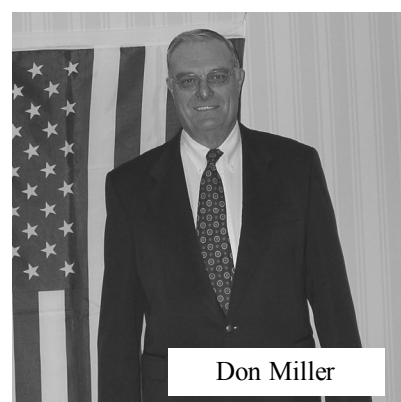
Individuals volunteering for this program will have complete responsibility for locating crewmembers on a list provided.

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.



Don Miller



# USS COGSWELL ASSOCIATION DATABASE STATISTICS as of 02/01/06

*Our database contains 3285 names total. Changes since 08/01/05 below*

- **Active** = 330—up 4 ( paid dues are current)
- **Inactive** = 96 - down 2 (have not paid dues for more than two years)
- **New** = 91— up 16 (New members found who were mailed a membership form, waiting for return.)
- **Reactivating** = 9 up 2 (Inactive members who are reactivating their membership)
- **No Interest** = 276— down 2 (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** = 228—up 8 (known deceased shipmates)
- **Not Located** = 2241 down 24 (continues to be the largest number in database - we still need help locating.)

## New members August 01, 2005—February 01, 2006

Last Name	First	City	State	Years Aboard	Rank
DEPTULA	ROBERT	JACKSONVILLE	FL	60-62	YN2
PITTS	GERALD	MIDLAND	TX	55-56	RD3

**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 ALICE LINCOLN (the new director of the Don Miller Shipmate Locator Program) 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 August 2005

Last Name	First	City	State	Years Aboard	Rank
KEISTER	RICHARD	SHERIDAN	WY	58	CS3
LEXA	ROBERT	CHATHAM	NJ	51-54	CS3
MORRIS	J W	EDGEWOOD	TX	66-68	SF2
RECH	RALPH	MINNEAPOLIS	MN	43	FC3
SCHUCK	JOHN	CAMDEN	NJ	52-54	SN
SPINK	JAMES	PAYNEVILLE	KY	51-54	CS3
TRANHAM	DON	FEDERAL WAY	WA	62-65	LT



**Federal Way, WA Donald B. Trantham (66) passed away on Saturday, Dec 3, 2005**

Don Trantham was born October 11, 1939 in Oklahoma City, OK to C.B. and Grace Trantham.

A 1957 graduate of Capital Hill High of Oklahoma City and 1961 graduate of Oklahoma State University, LT Trantham served aboard the USS Cogswell during the Vietnam conflict and as Professor of Naval Science at the University of North Carolina, Chapel Hill.

Don was a 38 year employee of Weyerhaeuser Co in Springfield, OR; Wright City, OK; Hot Springs, Murfreesboro and Mountain Pine, AR. He was currently the Corporate Mgr for Transportation Safety and Compliance in Federal Way, WA.

Don was an Eagle Scout, decorated Naval Officer, Lake Hamilton (AR) School Board member, charter member of the Lake Hamilton (AR) Optimist Club, Sunday school teacher at Center Fork Missionary Baptist Church in Hot Springs, and most recently member of Our Saviors Baptist Church in Federal Way.

He was most proud of his five sons: Matt of Norman, OK; Andy of Hot Springs, AR; Clay of Benton, AR; Dan of Fort Smith, AR and Ben of Fayetteville, AR.

He is survived by his wife of 39 yrs, Cynthia; his mother, Grace, both of Federal Way; his five sons and four daughters-in-law: Kristen, Tammy, Holly and Tonya; 5 granddaughters and 3 grandsons all of Oklahoma and Arkansas.

Mr. Trantham was preceded in death by his father, Chester Boyce; and an infant sister, Beverly Diane.

A memorial service was held on Tuesday, Dec. 6th in Federal Way, with arrangements by Bonney Watson Funeral Home. The funeral service was held at Center Fork Missionary Baptist in Hot Springs on Friday, Dec. 9<sup>th</sup> with interment at Memorial Gardens Cemetery under the direction of Davis-Smith Funeral Home, Hot Springs.

Full military honors were provided by the Thaddeus H. Caraway V.F.W. Post #2278.

Donations may be made to the Lake Hamilton Optimist Club, P. O. Box 2347, Hot Springs, AR, 71914.

J. W. Morris passed away today, 1/26/06.

Condolences can be sent to his wife, Suzanne, at 1926 VZCR 3103, Edgewood, TX 75117.

FINANCIAL STATEMENT

USS COGSWELL DD651 ASSOCIATION  
OCTOBER 02, 2005 TO JANURARY 31, 2006

OCTOBER 02, 2005 DEPOSITS	CASH ON HAND OR IN BANKS	\$15,908.58
OCTOBER 05		\$3,650.00
NOVEMBER 05		\$10.00
DECEMBER 05		\$18.00
JANURARY 05		\$1,874.00
	TOTAL DEPOSITS	\$5537.00
DEBITS		
POSTAGE		\$11.95
REUNION 2005 EXPENCE		\$6,274.49
NEWSLETTER		\$832.83
	TOTAL EXPENSES	\$7,119.27
TOTAL DEPOSITS + CASH ON HAND		\$21,445.58
MINUS EXPENCES		\$7,119.27
TOTAL		\$14,326.31
CASH ON HAND ( BANK STATEMENT 1/31/06		\$14,326.31

# USS COGSWELL DD-651 ASSOCIATION REUNION MAY 2007 UPDATE

By George Overman (64-66)

I suspect everyone is waiting eagerly waiting to find out where the next reunion in May 2007 will be held. Me too!

To ease the tension, here is a brief update on the scheduling as of the writing of this newsletter.

- ☑ Bath Maine is no longer in the running.

Here is an excerpt from the web site for the ship yard in Bath.

**Question: Do you offer tours of your facilities?**

**Answer: Because Bath Iron Works is a secure defense industrial site, public access is not allowed.**

**Question: Can I tour a ship?**

**Answer: Ship tours are not permitted by the general public.**

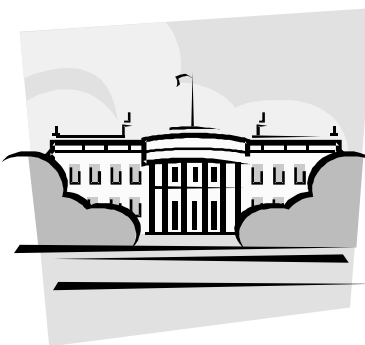
Added to this information, I've recently spoken to another reunion planner who checked out Bath ME for their ship's reunion and found there is very little to do in the area and few accommodations.



- ☑ Branson is a high probability at this stage of the planning. I am scheduled to make a trip to Branson in March as part of The Reunion Network (TRN). The TRN is a military reunion planning group who has familiarity trips to different cities in the US. Using the TRN service is good for our Association as there is minimal cost to attend these FAM's. The local businesses pay for all of the rooms, meals, and other things that go along with the visit. After the trip to Branson I will put together a request for proposal (RFP) to the CVB in Branson. I know room costs are low, approximately \$45-50 per night, and the city is very much a reunion friendly city. For those who will not drive in, there is a shuttle that leaves from the Springfield/Branson airport to Branson several times each day. More information will be available later on this shuttle service if we select Branson as the reunion venue.



- ☑ Washington D.C. is a lower probability for the next Cogswell reunion. I am in contact with a representative from the CVB in DC and will provide them with a RFP in the near future. I have already been informed by the representative that our chances of room costs near the \$100 target are highly unlikely. In order to get room costs near the \$100 mark, we will have to go outside DC to Maryland or VA. This is not out of the questions because transportation is very good in the area. So, until I can get the RFP information back from the CVB in DC, we will not know of our chances in this area.



- ☑ IMPORTANT—READ THE NEXT ARTICLE ON “MINI” REUNIONS



## The Desert is Beautiful in the Autumn

By George Overman

Last November, I was a guest of the Tucson AZ Convention and Visitors Bureau for a three-day familiarity (FAM) tour. The CVB's invite reunion planners to their cities for the sole purpose of being allowed the opportunity to present what their city has to offer for reunion/meetings attendees.

Although I have driven through Tucson before, and even visited the PIMA Air Museum, I never really thought of Tucson as a place for a meeting or reunion. The individuals involved in the FAM from the CVB did an outstanding job of presenting what Tucson has to offer to reunion/meeting planners. To say the least, I was pleasantly surprised at what Tucson has to offer. There is a variety of places to visit while one is in Tucson. I also learned that the hotel room cost was reasonable by being in the range of \$69-\$89 per night.

I am brining this up for one reason. The results of the 2005 Cogswell Association survey, which I compiled recently, does not have Tucson as one of the top locations for our national reunion. However, 54% of the respondents to this survey indicated that they would be willing to attend a Cogswell Association mini reunion.

The executive committee envisions a mini reunion as being a less structured event, which may require reserving a small block of rooms in a hotel where our members can stay over for a one or two day event. We also think the mini reunion would not include a banquet, but could include group breakfasts, lunches, etc. (nothing formal). It should include a couple of tours of the local area. This event may be similar to a Tin Can Sailors Bull Session, but only for Cogswell Association folks. We will try to get a hotel, which will give us a small meeting room to gather to tell "sea stories."

We think the mini reunions should be held between the Cogswell Association national reunions. The mini reunions may give those who cannot attend the national reunion a chance to meet up with former shipmates at a different venue.

Therefore, we are proposing a Cogswell Association mini reunion in Tucson, AZ late October or early November (this year—2006). Before we can take any action on this proposal, we will need to know if anyone is interested in attending a mini reunion. We do not want to pursue this activity if no one is interested in attending such an event in Tucson. If we do indeed have a successful mini reunion, this will set the stage for future events (mini reunions) in other cities. All cities will be considered for the mini reunions as long as we have a local person who is willing to host the actual event if the executive committee members can not be present. I am willing to set it up virtually, but would need the local host for management purposes.

Please send me an e-mail, a postcard or letter, or simply call me if you are interested in attending this proposed event in Tucson AZ. We are guessing we may only get 25-30 people who are interested, but that would give us enough rooms to do a request through the Tucson CVB.

We are looking forward to your reply expressing your interest is such a gathering of the Cogswell Association membership.

USS COGSWELL DD-651 ASSOCIATION  
PO BOX 6098  
OCEANSIDE CA 92052-6098  
uss-cogswell@cox.net  
760-889-2216



## RICHARD P. DUNBAR

Dick was born in Lawrenceville, Illinois and graduated from Darlington High School, Darlington, Indiana in 1952. He enlisted in the U.S. Navy and subsequently graduated from the U.S. Naval Academy in Annapolis, Maryland with a B.S. in Naval Science. Dick was commissioned an Ensign in the United States Navy in 1958.

After joining the COGSWELL crew in Pearl Harbor in 1958 just prior to a WesPac deployment, he served as ASW Officer, Fire Control Officer, Gunnery Officer, Navigator and assorted other JO jobs. One job was watching CAPT Gaines testing all the vice grips he could find to see if they would float in the ocean. The CO just kept testing them. After two WesPac deployments and a tour on DES-DIV 132 Staff in Long Beach aboard USS O'BRIEN DD-725 Dick returned to the East coast and attended graduate school at The George Washington University. His next assignment was at the U.S. Naval Academy in 1963 as an Instructor in the Engineering Department teaching First Class Midshipmen mechanical engineering, thermodynamics and heat transfer. Dick concurrently coached Light Weight Plebe Crew. In 1965 he received a M.S. in Mechanical Engineering



from The George Washington University in Washington, D.C. Surprise telephone orders were received in April 1965. Mr. Robert McNamara had just returned from Viet Nam and stated that he needed 100 officers right away with small boat experience. The Detailer told Dick that COGSWELL qualified as a small boat. After serving one year with the Naval Advisory Force in Vietnam, he received the Bronze Star. Upon returning to San Diego from Vietnam in 1966, he met Nancy McKinley from Coshocton, Ohio with whom he had been corresponding for seven months. Three days later they were engaged and 10 weeks later married in Coshocton, Ohio. Next year Dick and Nancy will be celebrating their 40<sup>th</sup> anniversary.



In Norfolk, Virginia Dick was Engineer Officer on USS HARRY E. YARNELL DLG 17 for two Med deployments. In 1967 he was assigned to Naval Sea Systems Command, Washington, DC where his responsibilities included modernization of anti-air warfare ships. It was an interesting time in history, which included Resurrection City on Constitution Avenue and the riots after Dr. Martin Luther King was assassinated. Dick was transferred to Engineering Duty Officer (EDO). Molly was born at Bethesda Naval Hospital, Bethesda, Maryland in 1968. In 1971 upon graduating from the Naval Postgraduate School in Monterey, California, Dick received a M.S. in Material Management. While there he was promoted to Commander and became an active member of the American Society of Naval Engineers (ASNE).

*(Continued on page 16)*

# JOHN ANTHONY PALL

I was born August 23, 1925 in New Jersey, went to school there and graduated in 1943. I enlisted in the Navy to keep from getting drafted. Did Boot Training at Newport Naval Training Station in Rhode Island. After that was assigned to the Fargo Building, Boston, MA. Was an original member of the USS Cogswell crew when commissioned on Aug. 17, 1943 just 6 days before my 18 birthday, Was transferred on or about July 11, 1944 for leave and new construction.

After I returned from leave to San Francisco for re-assignment I was assigned to the U6-S Yancy AKA- 93, a cargo-attack ship. Arrived back in Pearl Harbor on Dec. 2, 1944 where the ship started loading and getting ready for the invasion of Iwo Jima, arriving at Iwo Jima at 0624 on Feb 19, 1944, the day of the invasion. Departed Iwo Jima on March 2, 1944. We sailed here and there hopping from one place to another as directed. I transferred off the Yancey some time just after October 1945 for discharge from the Navy.

I married on October 31, 1947 to Blanche Amelia Mead after only 10 weeks of courtship and have been married for 58 years. We began our travels in the summer of 1948 with a trip to Quebec and have traveled every year since, going to someplace different each year. Our son Bruce was born 1949 and Nancy 1951.

In 1953 we moved from Dumont, NJ to Fort Lauderdale, FL and returned to NJ in 1958. We have driven in all 50 states including Hawaii and Alaska. We traveled by car in the beginning and in 1968 purchased a Volkswagen Campmobile. After several years as the family grew so did our needs, so we up graded to a Winnebago. After having to much trouble with it we again up graded to another motor home.

We moved to Tampa in 1972 where we traded it in on a mobile home, had to have a place to live. In 1978 we purchased an other motor home and at this time Bruce and Nancy were on their own but we had two smaller children Kathy born 1965 and Joanne in 1967. Let me explain here that in 1953 my wife had a miscarriage and the doctors said no more children. With these two the travels started again and long vacations driving around the states and seeing points of interest. By 1980 I said to my wife that I felt tied down to the motor home as it cost at that time \$18,000 and felt compelled to use it. We sold it and took our first cruise which was in the Caribbean.

We lived in Tampa at that time, we left Tampa in Sept of 1982 and moved to Austin area in Texas where we have lived ever since. While here we had taken another cruise, seven days in the Hawaiian Islands where we would rent a car to go sight seeing on our own. It was something to go out to the Arizona Memorial which is the only under water National Park, it is administrated by the National Park Service. In 1996 we took the last cruise which was the Inland Cruise in Alaska. Liking

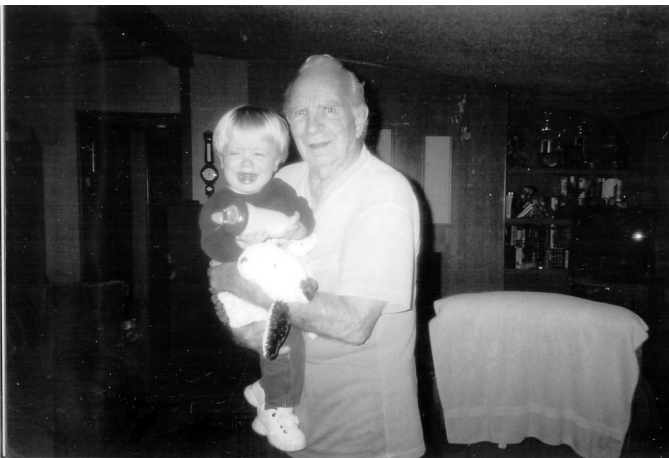
Alaska so much we would travel back each year, one year we made the trip 3 times but we flew. Our most enjoyable trip was in May of 1998 when we took a flight to Barrow, Alaska which is located 330 miles north of the Artic Circle. Barrow is the most northern settlement on the North American Continent. While in Barrow we saw and took pictures of a real wild Polar Bear, and speaking of bears we also on, one of the trips took a float plane for a day trip to a lake where we could see the wild brown bears up close as they caught their meals, salmon, there was a Momma Bear and her three cubs and she took very good care of them with grunt or two. We also took the train-bus trip from Fairbanks to Anchorage staying at the Denali National Park for 2 days. While on this trip we took a side trip using the old narrow gauge train tracks built during the 1898 Klondike Gold Rush that the gold miners used to get to the top of White Pass Summit. These tracks went up to the top of the pass along

an old narrow gauge rail bed that was carved out of the side of the mountain and while going up one could see for miles on a clear day, you could not see the edge of the tracks but the mountain was only about two feet from the train on the other side.

Our last trip was in 2001, we spent most of the time in and around Anchorage. In November of 2001 the company I worked for, for nearly 19 years went Chapter 7. After working for 62 years I thought this was the time to RETIRE as I had started working as a "Soda Jerk" in 1939 when I was 14, worked after school. From my web site:

*I had crossed the International Date Line many times and had been below the Equator several times while I was still only a teenager, 18 years, 4 months and 30 days old.*

In April of 2002 my wife fell and was injured, has been an invalid ever since. I had to take over all the household duties besides taking care of her. It has been a good life and have no regrets. My web site has more information on the USS Cogswell and the USS Yancy. <http://freepages.genealogy.rootsweb.com/~neadpall>



## WILLIAM FREDERICK ROSE

I enlisted in the Navy one week before my 18th birthday so I would not be drafted into the Army. In those days W.W.II was going full blast and when you turned 18 you had.....had it. Four months after my enlistment I found myself aboard the USS Colorado lying off the coast of Okinawa one week before the start of the invasion. We stayed there for 63 days of constant kamikaze air attacks and shore bombardment assignments. The ship was withdrawn for refit in preparation for the next bit invasion, the southern most island of Japan scheduled for November 1. The Atom bomb was dropped and the war was over.

The USS Colorado had been overseas for an extended period of time and was one of the first ships ordered home. The Navy in its infinite wisdom had decided I had not fully done my duty and could not return home with the ship.



I was transferred to the USS Cogswell and stayed aboard her right up until her final days. I was an Electrician's Mate and was part of the decommissioning crew that put her to bed in Charleston, SC. I was probably one of the last ones to leave the ship. I remember well putting both main generators to sleep, not to be awakened until the ship was re-commissioned for the Korean War.

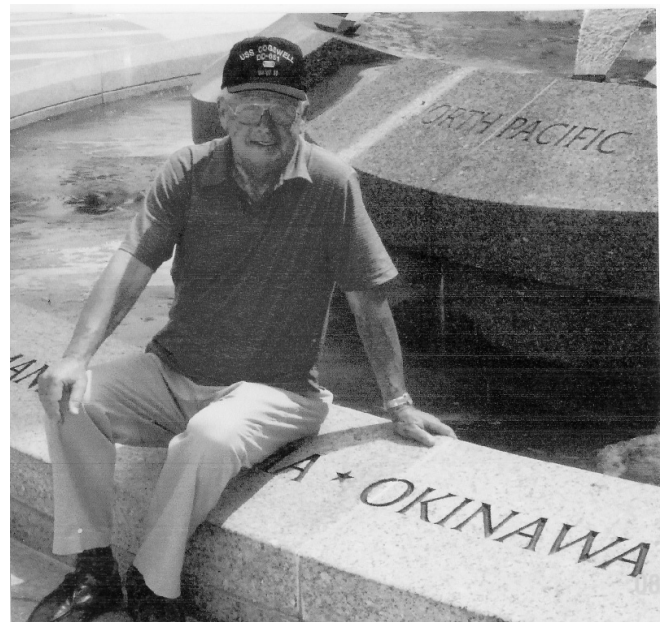
I went to work for the New York Telephone Company. I retired in 1985 as a Supervising Engineer after 38 years of service. (That would be almost 10 hitches for all you Navy salts.)

I've been married to my wonderful wife for



over 50 years. We have three married daughters and seven grandchildren.

I have attended every reunion & mini reunion since Fall River. (Only exception was Baton Rouge, when I had my 50th wedding anniversary celebration). I'm looking forward to our next reunion and hope to make many more in the future.



## ORVIL E WILLIAMS

Since I have never tried this before I guess I will start at birth, August 12, 1945. Prairie City, Iowa. As you can tell from the name it has nothing to do with the ocean or the Navy. My childhood was what I considered normal, a mom and a dad, three brothers and one sister, a home, family, relatives and all that small town living had to offer. (Population about 800)

We moved once during my childhood (seven miles) to the town where I live now. Colfax, Iowa. I graduated from high school in 1963 and went on working at the local filling station as I had during the last three years of school.

One day my boss was telling about his experiences in the Navy and asked me why I didn't go into the service. I couldn't come up with a good answer so I joined the USN. January 1, 1964.

The recruiter said I would make a good IC man and since I had no idea what that was I said OK. He said it had something to do with telephones.

Since I lived in Iowa he said I would go to boot camp in Great Lakes and then to the east coast. I arrived in San Diego on New Years eve 1963. Company 50 was an all state company from Iowa. On to IC "A" school in San Diego and to the USS Cogswell in November 1964.

I left the Cogswell and the US Navy on February 15, 1968. All IC men in the Navy are told that if you can't find a job any place else when you get out, you can always go to work for the phone company,

I started for Northwestern Bell Telephone Company on May 8, 1968 and put in 30 years and 1 day before retiring on May 9, 1998.

Along my way in life I picked up 1 wife (Cheryl), 3 children and now 7 grandchildren and celebrated our 40<sup>th</sup> wedding anniversary on January 15<sup>th</sup>

I was reunited with the Cogswell by Don Miller and have been to all of the reunions except one.



(Continued from page 3)

phatically that Cogswell was indeed the first ship. This appears to be something that cannot be proven either way. Several other ships also make the claim. We will present our case to the Tin Can Sailors Association.

While the members were meeting on Saturday morning, many wives took advantage of the cooking class with the hotel's chef. We heard that there was alcohol involved in the cooking but none of the wives readily admitted to this.

A full bus load of reunion attendees participated in a tour of Hoover Dam and a trip to Laughlin, Nevada for some free time at one of the casinos. It was great to see some of the local country. On the road approaching Laughlin, you can see 3 states: Nevada, California, and Arizona.

Of course, the best part of every reunion is the chance to see Cogswell shipmates and swap sea stories. There were many shared while in Las Vegas. I sure look forward to the next reunion, wherever it is located.

Your shipmate,  
Frank Wille

## Additional Feedback on the Las Vegas Reunion

Having attended most of the Cogswell reunions Stating with the 1st and the last one in Vas Vegas that makes 3 in Vegas although this one was by far in a better hotel and I like downtown Vegas a lot better than the strip. everything is at a slower pace The strip everything is hurry hurry This last one the Hotel was a older Hotel but the hospitality room was hard to beat and the dinner room was great the meal was super and well served and it great seeing shipmates some haven't seen since the 60's Several new faces that's good we need the young blood. Looking Forward to the next one.  
ART BLAINE SCPO USN (ret)

Old friends and new friends all with a common bond. It was great fun and recharged my batteries.  
Dick Kiel '57 - '58

Enjoyed the reunion. It was great. Hope to see you in May 2007

Fred P. Orlando

To the officers of the Cogswell Association:

When I found out about and joined the Cogswell Assoc. and then signed up for the reunion in Las Vegas I was apprehensive to say the least, yet when I had seen that a couple of shipmates had signed up I thought it would be worth the gamble of participating. To say I was pleasantly surprised at the event would be an understatement!  
The event was very well organized. To see my old friends, also to meet past crew members of the Cogswell and especially to have conversation with the "Plank Owners" and the men who served during WWII was priceless.

**"The work that you folks put into the reunion was unbelievable and is truly appreciated by all that attended".** You can count on me to attend all future events and if I can be of assistance in some way, please contact me.

Respectfully,  
Dan Pobuda

Continued from page 13

I had a wonderful time and hope to make it to the next one in may 2007.  
Gary Phillips

Thanks for the photobook, Louise and I are really enjoying it. See you in 2007.  
John Helliwell

Everyone I spoke to about the Vegas reunion enjoyed same.  
Shipmate Carl Rogers

We think its one of the best.  
Steve & Betsy Kurcinick

Hope to be at the next reunion. Keep us posted.  
Bill & Sherry Bartlett

## Articles Submitted by John W. Roraback (43-46 Plankowner)

Enclosed are some articles you might be interested in, they are yours to keep. One more reason I am writing is that I wrote a poem concerning the navy and the destroyer, that I was on. I am wondering if anyone might have a copy of it. It was about 1944-45. The title is the "Ships store is Open."



Verse:

Said the Quarter Master Striker on the new DD  
As he pushed down the button on the one MC  
Ship Store is open on the starboard side

### Gov. Lodge Begins Refresher Cruise



Gov. John Davis Lodge, right, of Connecticut, checks landmarks from bridge of the USS Roanoke after reporting for duty aboard the light cruiser in New York. Gov. Lodge, a commander in the naval reserve, will spend the next two weeks on a training cruise in the Atlantic. With him is Capt. Harold T. Deutermann, commanding officer of the Roanoke.

I would appreciate a copy of this if anyone has it.

Thank you very much  
Sincerely, John W. Boraback

P.S. The poem was in our Navy Magazine

### Fumes Kill 2 In Card Game On Destroyer

San Diego, Calif., June 14 (UPI).—Two sailors were asphyxiated aboard the destroyer Cogswell in San Diego Bay when carbon dioxide was released into a closed compartment in which they were playing cards, the Navy said today.

Headquarters of the cruiser-destroyer force of the Pacific Fleet said three others were treated for carbon dioxide poisoning at the naval hospital but all are in satisfactory condition.

Names of the dead men were withheld pending notification of next of kin.

#### Gas Released Accidentally

The men treated at naval hospital were Frederick Grinnell, 21, of Port Angeles, Wash.; La Virne Berry, 21, electrician's mate second class of Salida, Calif.; and Gerald Jan Stark, 18, fireman of Comfrey, Minn.

The Navy said the men were locked accidentally in a compartment last night when they were playing cards. Afterward, carbon dioxide was released accidentally into the compartment from a fire system. The Navy said the men were discovered only by a routine inspection.

The gas did not enter other sections of the ship.

# HURRICANE KATRINA

The following are pictures of Richard Yarber's home after Hurricane Katrina. Richard lives in Biloxi, MS. He has sent us an update on the progress of reconstruction.

\*\*\*\*\*

Hi George,



Yes we have made a little progress. I rented a bobcat with a jack hammer attachment and busted up most of our old slab. That took 3 days to complete. Then 2 days with a back hoe to clean up the concrete debris. My contractor took over after that. The boards are up, the footings have been dug and the rebar is in. The inspector should be here tomorrow to bless it and then comes the concrete and pump truck. Hopefully this will all happen tomorrow and Tuesday. If so, the masons will be able to start laying the chain wall before the

weekends. Its sure been a long five months just to get this far. State Farm has still not come through and I doubt they ever will. What a rip off! We have an eye whitensess that seen our house come apart in the wind and they still say its flood damage. This FEMA trailer gets smaller everyday. We will be ever so happy to get into our new home. We should be in by 1 June( the start of hurricane season) perhaps a little sooner.



Thanks for checking on us George,  
Dick and Bev

U. S. S. Markab Form No. 19-A

COGSWELL (D651)

U. S. S.

-T- DDIV 100 -A-0F3 230106 18 -W- F3 2F2 GR 47 BT

Heading:

ALTHOUGH THE CAPACITY AUDIENCE HISSSED THE MAGNIFICENT LUZON PERFORMANCE THE GATE RECIEPTS WERE GRATIFYING AND VERY LITTLE WAS THROWN AT THE ACTORS X THE SHOW GOES ON THE ROAD AGAIN SOON AND KEEPS GOING AS LONG AS THE AUDIENCE HAS A SPOT TO HISS IN X HALSEY BT

TCR: -0335/PIP/FL

Date: WU: TT 2003-44

OPR: ROUTINE

PROM: COMTHIRDFLEET

ACTION TO: TASKFORCE 38

INFORMATION TO:

Ref. No. THIRD FLEET CINCPAC

Unit Comdr	Unit Gun	Unit Eng	Unit Comm	Unit Disb	Unit Med	Capt	Exec	OOD	Eng	Gun	1st Lt	Torp	Comm	Stores	Comy	Office

From my Cogswell Scrapbook dated 23 Sept. 1944

*(Continued from page 9)*

His next assignment was Availability Planning Officer, at Long Beach Naval Shipyard where he was responsible for overhauling and repairing ships. Amy was born in Torrance, California in 1972. Nancy, as Ombudsman for naval personnel assigned to the Long Beach Naval Shipyard, became involved in ADM Zumwalt's Ombudsman program and wrote a comprehensive history/procedure manual for Ombudsman. Subsequently, she received a Certificate of Commendation from the Chief of Naval Personnel for her work, which directly resulted in the first Navy Ombudsman Instruction.

In 1974 Dick served as Engineer Officer on USS INDEPENDENCE CV 62 in Norfolk, Virginia which included two more Med deployments. In 1976 he was assigned to the Supervisor of Shipbuilding, Conversion and Repair, USN, Newport News, Virginia as Program Manager on site at Newport News, Virginia for the construction and commissioning of the USS DWIGHT D. EISENHOWER CVN 69. Dick was selected for promotion to Captain during this assignment. In 1979 he attended the 16 weeks senior management course at the Naval Nuclear Power site at Idaho Falls, Idaho.

His twilight tour in the Navy was on the staff of Commander, U. S. Naval Forces, Atlantic Fleet in Norfolk, Virginia. His responsibilities included overhaul, maintenance and repair of all Atlantic Fleet aircraft carriers. In 1982, almost 30 years to the day from when he enlisted, Dick retired from the United States Navy. He received the Legion of Merit Medal for this assignment. During his 30 years in the Navy he traveled to every state except North Dakota and Alaska and visited 35 countries.

He then started his second career as a defense contractor. After working about 14 years in the ship repair business in Hampton Roads, Dick retired in 1996. He continued his active participation with the American Society of Naval Engineers (ASNE) and the Tidewater Association of Service Contractors (TASC). In 1992 Dick received the National ASNE Frank G. Law Award given annually for long-term dedication and outstanding services to the Society. In 2000 Dick received the TASC Meritorious Service Award given annually for long-term dedication and outstanding services to the Society.

Dick and Nancy continue to live in Virginia Beach, Virginia and enjoy traveling and visiting their beach house, Dunbar's Dune, on the Outer Banks (OBX) in Corolla, North Carolina. Nancy retired in 2002 after 28 ½ years of teaching. Molly is teaching in Virginia Beach. She and her husband, Rod Wilson, have a daughter, Ellie Maguire. Amy is pursuing a career as a licensed Massage Therapist at the Hyatt in Kauai, Hawaii. She and her husband Primo Lagundino have two daughters, Ava Lani and Piper Lily.

The single most important lesson learned from serving aboard COGSWELL was that it serves no purpose to yell and scream at your subordinates.



## Boatsailors and Peacoats

by Bob 'Dex' Armstrong (submitted by Joe Garza San Diego OTC)

You remember them... Those ton and a half monsters that took the annual production of thirty-five sheep to make. Those thick black rascals with black plastic buttons the size of poker chips. The issue coats that drove shore duty chief petty officers stark raving nuts if they caught you with the collar turned up or your gahdam hands in your pockets.

"Hey, you rubber sock, get those gahdam hands outta them damn pockets! Didn't they issue you black leather gloves?"

So, you took your hands out of your pockets and risked digital frostbite rather than face whatever the Navy had in store for violators of the 'No Gahdam Hands In Peacoat Pockets' policy. There's probably a special barracks in Hell full of old E-3s caught hitchhiking in sub-zero weather with hands in peacoat pockets.

As for those leather gloves, one glove always went missing.

"Son, where in th' hell are the gloves we issued you?"

We??? I don't remember this nasty, ugly bastard being at Great Lakes when the 'jocks and socks' petty officers were throwing my initial issue seabag at me and yelling, "Move it!!"

As for the gloves, once you inadvertently leave one glove on a whorehouse night table or on the seat of a Greyhound bus, the remaining glove is only useful if a tank rolls over the hand that fit the lost glove.

In the days long ago, a navy spec. peacoat weighed about the same as a flat car load of cinder blocks. When it rained, it absorbed water until your spine warped, your shins cracked and your ankles split. Five minutes standing in the rain waiting on a bus and you felt like you were piggy-backing the statue of liberty.

When a peacoat got wet, it smelled a lot like sheep dip. It had that wet wool smell, times three. It weighed three and a half tons and smelled like 'Mary had a little lamb's' gym shorts.

You know how damn heavy a late '50s peacoat was? Well, they had little metal chains sewn in the back of the collar to hang them up by. Like diluted navy coffee, sexual sensitivity instruction, comfortable air-conditioned topside security bungalows, patent leather plastic-looking shoes and wearing raghats configured to look like bidet bowls, the peacoat spec. has been watered down to the point you could hang them up with dental floss. In the old days, peacoat buttons and grocery cart wheels were interchangeable parts. The gear issued by the U.S. Navy was tough as hell, bluejacket-tested clothing with the durability of rino hide and construction equipment tires.

Peacoats came with wide, heavy collars. In a cold, hard wind, you could turn that wide collar up to cover your neck and it was like poking your head in a tank turret.

The things were warm, but I never thought they were long enough. Standing out in the wind in those 'big-legged britches' (bell bottoms), the wind whistled up your cuffs and took away body warmth like a thief. But, they were perfect to pull over you for a blanket when sleeping on a bus or a bus terminal bench.

Every sailor remembers stretching out on one of those oak bus station pews with his raghat over his face, his head up against his AWOL bag and covered with his peacoat. There was always some 'SP' who had not fully evolved from apehood, who poked you with his billy bat and said,

"Hey, YOU!! Get up! Waddya think yer doin? You wanna sleep, get a gahdam room!"

Peacoats were lined with quilted satin or rayon. I never realized it at the time, but sleeping on bus seats and station benches would be the closest I would ever get to sleeping on satin sheets.

Early in my naval career, a career-hardened (lifer) first class gunner's mate told me to put my ID and liberty card in the inside pocket of my peacoat.

"Put the sonuvabitches in that gahdam inside pocket and pin the damn thing closed with a diaper pin. Then, take your heavy folding money and put it in your sock. If you do that, learn to never take your socks off in a cathouse. Them damn dockside pick-pockets pat 'cha down for a lumpy wallet and they can relieve you of said wallet so fast you'll never know you've been snookered.

Only a dumbass idiot will clam-fold his wallet and tuck it in his thirteen button bellbottoms. Every kid above the age of six in Italy knows how to lift a wallet an idiot pokes in his pants. Those little bastards learned to pick sailor's pockets in kindergarten.

Rolling bluejackets is the national sport in Italy."

In Washington DC, they have a wonderful marble and granite plaza honoring the United States Navy. Every man or woman who served this nation in a naval uniform, owes it to himself or herself to visit this memorial and take their families.

It honors all naval service and any red-blooded American bluejacket or officer will feel the gentle warmth of pride his or her service is honored within this truly magical place.

The focal point of this memorial is a bronze statue of a lone American sailor. No crow on his sleeve tells you that he is non-rated. And, there are further indications that suggest maybe, once upon a time, the sculpturer himself may have once been an E-3 raghat.

The lad has his collar turned up and his hands in his pockets.

I'm sure the Goddess of the Main Induction nearly wets her panties laughing at the old, crusty chiefs standing there with veins popping out on their old, wrinkled necks, muttering,

"Look at that idiot sonuvabitch standing there with his collar up and his gahdam hands in his pockets. In my day, I would have ripped that jerk a new one!"

Ah, the satisfied glow of E-3 revenge. Peacoats... One of God's better inventions.

OLD SAILORS (Submitted by Walt Dziedzic)

OLD SAILORS SIT AND CHEW THE FAT  
ABOUT THINGS THAT USED TO BE,  
OF THE THINGS THEY'VE SEEN,  
THE PLACES THEY'VE BEEN,  
WHEN THEY VENTURED OUT TO SEA.

THEY REMEMBERED FRIENDS FROM LONG AGO,  
THE TIMES THEY HAD BACK THEN.  
THE MONEY THEY SPENT,  
THE BEER THEY DRANK,  
IN THEIR DAYS AS SAILING MEN.

THEIR LIVES ARE LIVED IN DAYS GONE BY,  
WITH THOUGHTS THAT FOREVER LAST.  
OF BELL BOTTOM BLUES,  
WINGED WHITE HATS,  
AND GOOD TIMES IN THEIR PAST.

THEY RECALL LONG NIGHTS WITH A MOON SO  
BRIGHT  
FAR OUT ON A LONELY SEA.  
THE THOUGHTS THEY HAD  
AS YOUTHFUL LADS,  
WHEN THEIR LIVES WERE WILD AND FREE.

THEY KNEW SO WELL HOW THEIR HEARTS WOULD  
SWELL  
WHEN OLD GLORY FLUTTERED PROUD AND FREE.  
THE UNDERWAY PENNANT  
SUCH A BEAUTIFUL SIGHT  
AS THEY PLOWED THROUGH AN ANGRY SEA.

THEY TALKED OF THE CHOW OL' COOKIE WOULD  
MAKE  
AND THE SHRILL OF THE BOSUN'S PIPE.  
HOW SALT SPRAY WOULD FALL  
LIKE SPARKS FROM HELL  
WHEN A STORM STRUCK IN THE NIGHT.

THEY REMEMBER OLD SHIPMATES ALREADY GONE  
WHO FOREVER HOLD A SPOT IN THEIR HEART,  
WHEN SAILORS WERE BOLD,  
AND FRIENDSHIPS WOULD HOLD,  
UNTIL DEATH RIPPED THEM APART.

THEIR SAILING DAYS ARE GONE AWAY,  
NEVER AGAIN WILL THEY CROSS THE BROW.  
THEY HAVE NO REGRETS,  
THEY KNOW THEY ARE BLESSED,  
FOR HONORING A SACRED VOW.

THEIR NUMBERS GROW LESS WITH EACH PASSING  
DAY  
AS THE FINAL MUSTER BEGINS,  
THERE'S NOTHING TO LOSE,  
ALL HAVE PAID DUES,  
AND THEY'LL SAIL WITH SHIPMATES AGAIN.

I'VE HEARD THEM SAY BEFORE GETTING UNDER-  
WAY  
THAT THERE'S STILL SOME SAILING TO DO,  
THEY'LL SAY WITH A GRIN  
THAT THEIR SHIP HAS COME IN  
AND THE LORD IS COMMANDING THE CREW.

AUTHOR UNKNOWN

## A Little Humor

A wise old Master Chief once said...

A young Ensign approaches the crusty old Master Chief and asked about the origin of the commissioned officer insignias. "Well," replied the Master Chief, "the insignias for the Navy are steeped in history and tradition. First, we give you a gold bar representing that you are very valuable but also malleable. The silver bar also represents significant value, but is less malleable.

Now, when you make Lieutenant, your value doubles, hence the two silver bars. As a Captain, you soar over the military masses, hence the eagle.

As an Admiral, you are, obviously, a star. Does that answer your question?"

"Yes Master Chief" replied the young Ensign. "But what about Lieutenant Commander and Commander?"

"That, sir, goes waaaay back in history - back to the Garden of Eden.

You see we've always covered our pricks with leaves."

"The Genie"

A Petty Officer Second Class, First Class and a Chief are off the ship together for lunch. While crossing a park they come upon an antique oil lamp. They rub it and a Genie comes out in a puff of smoke. The Genie says, "I usually only grant three wishes, so I'll give each of you just one." "Me first!" says the Petty Officer Second Class. "I want to be in the Bahamas, driving a speedboat, a beautiful woman at my side and not a care in the world." Poof! He's gone. "Me next!" says the First Class. "I want to be in Hawaii, relaxing on the beach with my personal masseuse, an endless supply of pina colodas and a beautiful woman." Poof! He's gone. "You're next," the Genie says to the Chief.

The Chief says, "I want those two back on the ship right after lunch."

"The Five Most Dangerous Things in the US Navy"

A Seaman saying, "I learned this in Boot Camp..."

A Petty Officer saying, "Trust me, sir..."

A Lieutenant JG saying, "Based on my experience..."

A Lieutenant saying, "I was just thinking..."

A Chief chuckling, "Watch this shit..."

The above jokes were of course submitted by Chief  
Blain and Chief Burns.

MIDNITE REQUISITION  
"CAUGHT"

Capt Deuterman

**PLAN OF WORK**  
**MASTER OPERATION UNDER BLANKET JOB ORDER**

OPER. 3003 JOB ORDER 4127-12-A-1199-9501/4051 SHIP

BRIEF Locker

AUTH. BY Manager's OK of 8-30-43

TIME 1 MAT'L PLANNER Maxwell DATE 8-30-43

**OPERATION OF WORK** **SHOP**

4127-12-A-1199-9501/4051 8-30-43HBL  
COGSWELL Op 3003  
Remove the sheet metal locker erroneously  
taken from the DE 272 and new installed  
in #1 Engine room of the subject vessel  
and deliver same locker to the DE 272  
for re-installation in its respective  
location.  
BM NO (Maxwell)  
X17, X26, X71 Copy to Capt. Deuterman  
USS COGSWELL  
Manager's OK of 8-30-43.

FINAL .....  
PARTIAL .....  
B of M. ....  
SUPPLEMENTARY  
APPROVED

Date of Completion ..... Foreman .....

Ship Supt. .... Ship Inspector .....

USS COGSWELL DD-651 ASSOCIATION  
PO BOX 6098  
OCEANSIDE CA 92052-6098

Email: [uss-cogswell@destroyers.org](mailto:uss-cogswell@destroyers.org)



**We're on the Web:**  
**[www.destoryers.org/uss-cogswell/](http://www.destoryers.org/uss-cogswell/)**

## Submitted by Frank Wille

Word Origins from our local paper:

As a Crow Flies: In English sailing vessels, they carried a cage of crows. Crows dislike large bodies of water so if released at sea, will head directly for the nearest point of land. By following the direction they fly, you can head for the nearest point. Very helpful in foggy weather before radar was invented. This is also the origin of the Crow's Nest aboard ships (I don't know about you but I had never heard this explanation before and it really makes a lot of sense)