

THE SCUTTLEBUTT

USS COGSWELL DD-651 ASSOCIATION 12TH NATIONAL REUNION Clarion Hotel—Branson, MO May 17-19, 2007

By George Overman

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Special points of interest:

- More biographies
- Mini reunion update TCS activities
- The new Don Miller Ship-mate Locator Program
- 2007 reunion update
- More Sea stories?
- Radio logs
- 1958 Cruise book photos
- Nautical terms

The date and hotel have been established for the USS Cogswell DD-651 Association 12th National Reunion. The facility selected for the reunion is the Clarion Hotel at The Palace in Branson, MO. The Cogswell Association rates for a single/double is \$71.99 per night. There are rates available for triples and quadruples along with suites. The hotel also offers a -3/+3 day range for the same price. Banquet prices for our sit down reunion dinner will be approximately \$30.00. We encourage everyone to stay at our reunion hotel. To make reservations call (800) 725-2236 or (417) 334-7666. Inform the reservationists that you will be attending the USS Cogswell reunion. For more information on this hotel visit:

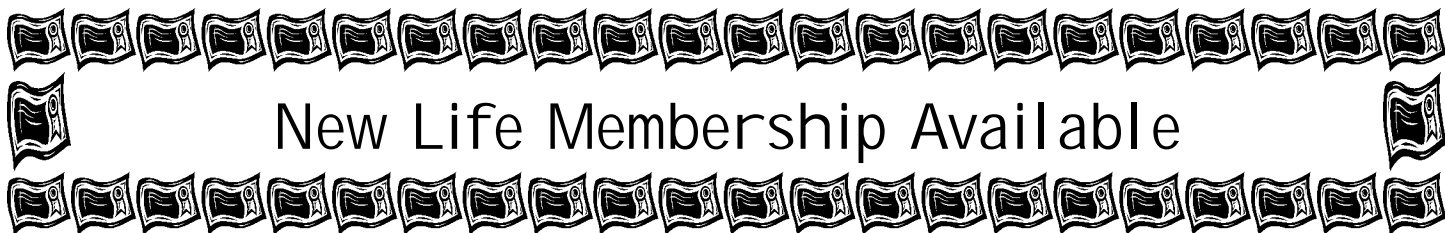
<http://www.clarionhotelbranson.com/branson.asp>

For those arriving by air into Springfield a shuttle bus is available through All Around Branson Shuttle for a rate of \$40.00 per person one way with a minimum of two people. Contact Cindi (888) 882-9766 to coordinate the shuttle services. Cindi can also provide air transportation reservations if needed. The website address is: <http://www.allaroundbransonshuttle.com/>

The association plans to have shuttle service available during the reunion which will transport people around an established route in Branson. There will be a small fee for this service (TBD). The shuttle bus will run from approximately 9:00 AM until the shows are over in the evening.

Additional activities are being planned which may include group activities and a similar activity as the Las Vegas for ladies only event during the business meeting.

More details on the reunion and all fee collection forms will be in the next Cogswell newsletter and posted on the Cogswell web site. Please send me an e-mail at uss-cogswell@cox.net or give me a call at 760-889-2216 if you need additional information.



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 in 2006 and beyond. 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

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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

President's Letter A Plea For Help

By Frank Wille (63-65)

Your association is alive and well. We have an active Executive Board, an adequate treasury, and good communications with members. In this issue, you will see input from several members. We hope you will be encouraged to send memories from your time aboard COGSWELL.

Several members have taken advantage of the lifetime membership option. This is a very personal decision that we hope others will consider. Dues for this year and any future paid dues will be applied to this lifetime membership fee.

Planning is well underway for our next reunion - on May 17-19, 2007 in Branson (read the information in this newsletter). Make your plans to attend - the more shipmates we have in attendance, the better the reunion.

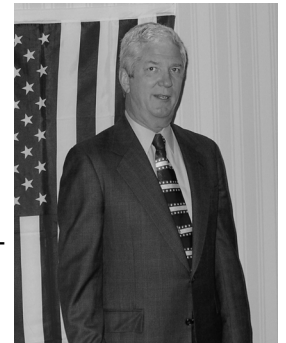
We still need help in locating formers shipmates. I hope some of you will take the challenge to help us find former crewmembers by agreeing to take a list of 10

names and giving it a try. Think how glad you are that Don Miller, or someone else, contacted you about membership. Let Alice Lincoln know that you are willing to give this a shot. Alice, Director, Don Miller Shipmate Locator Program, will provide you with your list. The names can be either from your era or in your general area of the U.S.

Pray for our troops in combat. Regardless of your political views, the troops need our support.

See you next year in Branson.

Your shipmate,
Frank Wille



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

Our database contains 3285 names total. Changes since 02/01/06 below

- **Active** = 300— **down 30** (paid dues are current)
- **Inactive** = 125 - **up 29** (have not paid dues for more than two years)
- **New** = 91— Need to be contacted (New members found who were mailed a membership form, waiting for return.)
- **Reactivating** = 9 Need to be contacted (Inactive members who are reactivating their membership)
- **No Interest** = 275— Down 1 (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** = 234—up 6 (known deceased shipmates)
- **Not Located** = 2237 down 4 (continues to be the largest number in database - we still need help locating.)

New members February 01, 2006—August 01, 2006

Last Name	First	City	State	Years Aboard	Rank
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No new members since February 01, 2006

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

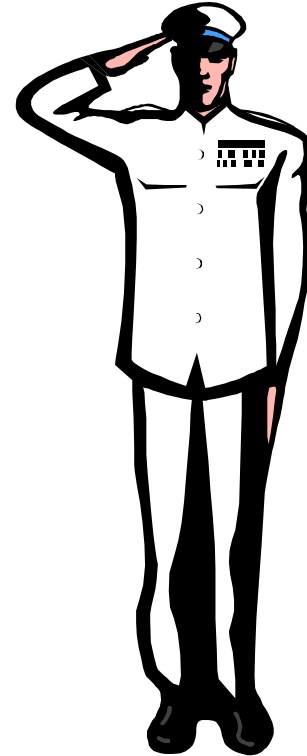
Last Name	First	City	State	Years Aboard	Rank
BUCKNER	BENJAMIN W	BEAUMONT	CA	59	HMC
GALINATO	EMILIE A	MANILA	PHIL	53,54	TA
HARDING	ALVIS D	FORT SMITH	AK	59-61	STG2
MILESNICK	WALTER J	SOUTH BOUND	NJ	51-53	SN
PIERSON	JACK R		OK	51	BM1
STERNICKI	EDWARD	CLINTON TWSP	MI	44-46	RM3



Navy Casualties in The Middle East

Submitted by Pete Daggett

Cmdr. Joseph Acevedo, 46, of New York, New York.
Lt. Thomas Mullen Adams, 27, of La Mesa, California.
Hospitalman Zachary M. Alday, 22, of Donalsonville, Georgia.
Hospitalman Geovani Padilla Aleman, 20, of South Gate, California.
Petty Officer 2nd Class Michael C. Anderson, 36, of Daytona, Florida.
Petty Officer 1st Class Howard E. Babcock IV, 33, of Houston, Texas.
Petty Officer 2nd Class Cesar O. Baez, 37, of Pomona, California.
Chief Joel Egan Baldwin, 37, of Arlington, Virginia.
Petty Officer 3rd Class Doyle W. Bollinger, Jr., 21, of Poteau, Oklahoma.
Seaman Pablito Pena Briones, Jr., 22, of Anaheim, California.
Seaman Sheree Cannon, 20, of Baltimore, Maryland.
Petty Officer 3rd Class David A. Cedergren, 25, of South St. Paul, Minnesota.
Petty Officer 1st Class Regina R. Clark, 43, of Centralia, Washington.
Petty Officer 3rd Class Lee Hamilton Deal, 23, of West Monroe, Louisiana.
Petty Officer 3rd Class Christopher M. Dickerson, 33, of Eastman, Georgia.
Petty Officer 2nd Class Trace W. Dossett, 37, of Orlando, Florida.
Petty Officer 2nd Class Jason B. Dwelley, 31, of Apopka, Florida.
Petty Officer 2nd Class Allan M. Cundanga Espiritu, 28, of Oxnard, California.
Petty Officer 3rd Class Ronald A. Ginther, 37, of Auburndale, Florida.
Petty Officer 2nd Class Michael J. Gray, 32, of Richmond, Virginia.
Petty Officer 3rd Class John D. House, 28, of Ventura, California.
Petty Officer 1st Class Thomas C. Hull, 41, of Princeton, Illinois.
Lt. Cmdr. Edward E. Jack, 51, of Detroit, Michigan.
Petty Officer 2nd Class Jaime S. Jaenke, 29, of Bay City, Wisconsin.
Petty Officer 2nd Class Robert B. Jenkins, 35, of Stuart, Florida.
Hospital Corpsman 3rd Class Michael Vann Johnson, Jr., 25, of Little Rock, Arkansas.
Lt. Kylan A. Jones-Huffman, 31, of Aptos, California.
Petty Officer 2nd Class Brian K. Joplin, 32, of Hugo, Oklahoma.
Petty Officer 1st Class Michael Anthony Jordan, 35, of Augusta, Georgia.
Hospitalman Aaron A. Kent, 28, of Portland, Oregon.
Petty Officer 3rd Class Eric L. Knott, 21, of Grand Island, Nebraska.
Seaman Apprentice Robert D. Macrum, 22, of Sugarland, Texas.
Hospitalman Robert Nathan Martens, 20, of Queen Creek, Arizona.
Hospitalman Joshua McIntosh, 22, of Kingman, Arizona.
Petty Officer 2nd Class Scott R. Mchugh, 33, of Boca Raton, Florida.
Petty Officer 3rd Class Fernando A. Mendez-Aceves, 27, of Mexico City, Mexico.
Petty Officer 3rd Class David J. Moreno, 26, of Gering, Nebraska.
Petty Officer 3rd Class Marcques J. Nettles, 22, of Beaverton, Oregon.
Petty Officer 1st Class Michael J. Pernaselli, 27, of Monroe, New York.
Petty Officer 1st Class Gary T. Rovinski, 44, of Roseville, Illinois.
Petty Officer 3rd Class David Sisung, 21, of Phoenix, Arizona.
Lt. Cmdr. Keith E. Taylor, 47, of Irvine, California.
Petty Officer 3rd Class Christopher W. Thompson, 25, of N. Wilkesboro, North Carolina.
Petty Officer 2nd Class Christopher E. Watts, 28, of Knoxville, Tennessee.
Lt. Nathan D. White, 30, of Abilene, Texas.
Petty Officer 3rd Class Jeffery L. Wiener, 32, of Louisville, Kentucky.
Petty Officer 3rd Class Nicholas Wilson, 25, of Newark Valley, New York.
Petty Officer 3rd Class Julian Woods, 22, of Jacksonville, Florida.
Petty Officer 3rd Class Travis L. Youngblood, 26, of Surrency, Georgia.





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.

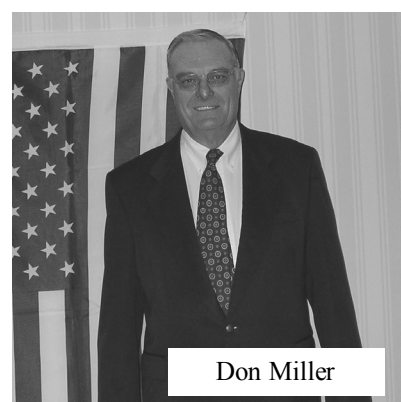
Individuals volunteering for this program will have complete responsibility for locating crewmembers on a list provided.

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

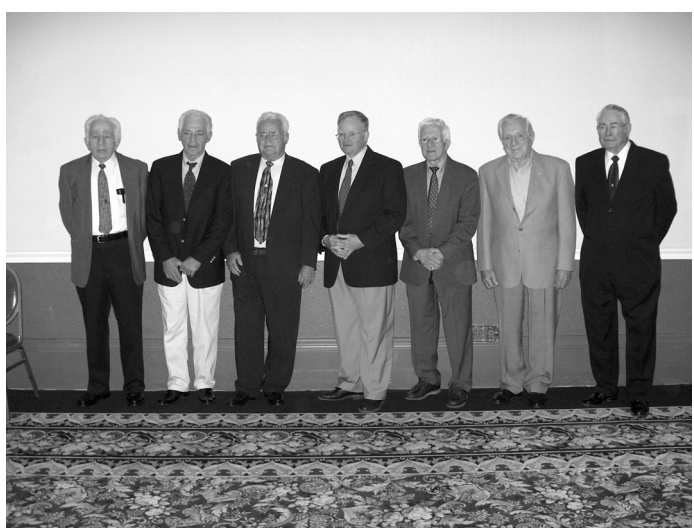
signed up. We award the "gifts" when membership dues are paid by the new members. I will keep track of this information within our database.

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



Do You Think Your Treasurer Is A Bit Protective?

By George Overman

From: ORVIL WILLIAMS [orvew@msn.com]
Sent: Tuesday, March 07, 2006 2:16 PM
To: George Overman
Cc: Frank Wille; Pete Daggett
Subject: Expense report
My Dear Mr. Overman

We at the USS Cogswell DD 651 Corporate headquarters received your tentative expense report today. As usual it will be given our most prompt attention.

A few questions have arisen

- 1 Stamps, labels & envelopes have been bulked into one category. We will require the size, quantity and brightness factor of the paper of these.
- 2 60 copies of photobook. Photo book is two words not one. We will also need the cubic centimeter cost factor of these books in relation to the price and weight of each book.
- 3 Postage for photobook. Photo book is two words not one. Try the small icon with the checkmark and the abc on it. On this item we will require the distance relationship on each book in relation to the postage from your location in relationship to the cost factor of electronic publishing. Two decimal points only required.
- 4 Feb 06 newsletter. The date is incomplete. Please resubmit using Greenwich standard time converted the US Military time.
- 5 Newsletter postage. Please refer to item 3.
- 6 Additional items. All expense are to be approved and signed by at least one director level employee or the house services person from the building of their offices. I have copied our Executive Director and Junior Vice Executive Director on this matter. I will await their report. All expenses are now to be direct deposited. We will need the numbers of all of your checking and savings accounts. Your social security number, date of birth and the account numbers of all of your credit and debit cards will help speed processing of your report.

Thank you for your prompt attention to these details.

Orvil Williams
Senior Executive Director of Finance
USS Cogswell DD 651 Association

I've told you before these guys are not easy to work with!!

FINANCIAL STATEMENT
USS COGSWELL DD651 ASSOCIATION
JANURARY 31, 2006 TO JUNE 30 2006

JANURARY 31, 2006	CASH ON HAND OR IN BANKS	<u>\$14,326.31</u>
<u>DEPOSITS</u>		
FEBUARY 06		\$1,256.00
MARCH 06		\$310.00
APRIL 06		\$153.00
MAY 06		\$100.00
JUNE 06		\$113.00
	TOTAL DEPOSITS	<u>\$1932.00</u>
<u>DEBITS</u>		
POSTAGE		\$59.85
REUNION 2005 & 2007 EXPENSE		\$1,849.46
NEWSLETTER		\$499.59
	TOTAL EXPENSES	<u>\$2,408.90</u>
TOTAL DEPOSITS + CASH ON HAND		<u>\$16,258.31</u>
MINUS EXPENSES		<u>\$2,408.90</u>
TOTAL		<u>\$13,849.41</u>
CASH ON HAND (BANK STATEMENT 6/31/06)		<u>\$13,849.41</u>

Mini-Reunions

By George Overman

As a follow up on the suggestion for a mini-reunion in Tucson, the idea was a complete failure. I received four responses and three of those were tentative. So, included in this edition are events sponsored by Tin Can Sailors (TCS). TCS has been supportive of the Cogswell Association by hosting our web site. TCS has regular Bull Sessions, annual reunions, and Field Day sessions aboard historical vessels. We will be posting the schedule for these events in all future newsletters for those who may be interested in these activities. More information can be obtained from the TCS web site: <http://www.destroyers.org/> or call (800) 223-5535 Monday—Friday, 10 a.m. to 4 p.m. Eastern time. This gives Cogswell crewmembers the opportunity to hook with up other Cogswell crewmembers and possibly meet other sailors you served with in the past aboard other “Tin Cans”.



Bull Sessions:

August 26, 2006	Pennsylvania/Delaware Bull Session, Doubletree Hotel Wilmington, Wilmington, Delaware
September 9, 2006	New Jersey Bull Session, Radisson, Piscataway, NJ
September 16, 2006	Colorado Bull Session, Sheraton Denver Tech Center Hotel, Greenwood Village, Colorado
October 7, 2006	New England Bull Session, Sheraton Lexington Hotel, Lexington, MA
October 7, 2006	Tri-State Bull Session, Holiday Inn-Greentree, Pittsburgh, Pa
October 7, 2006	Western States Bull Session, The Handlery Hotel, San Diego, CA
October 28, 2006	New York Bull Session, Sheraton Long Island, Smithtown, New York
November 4, 2006	Carolinas Bull Session, Kingston Plantation, Myrtle Beach, SC
November 4, 2006	Mid-Atlantic Bull Session, Doubletree Hotel, Virginia Beach, VA
January 20, 2007	Phoenix Bull Session, Embassy Suites Phoenix, Phoenix Arizona
March 3-13, 2007	Mexican Riviera & Sea Of Cortez Cruise
March 31, 2007	Jacksonville Bull Session, Wyndham Jacksonville Riverwalk, Jacksonville Florida
April 21, 2007	Georgia Bull Session, Sheraton Suites Galleria, Atlanta Georgia
May 5, 2007	Texas Bull Session, The Inn On Barrons Creek, Fredericksburg, Texas
September 1-7, 2007	2007 Tin Can Sailors National Reunion , Sheraton San Diego Hotel & Marina, San Diego, California

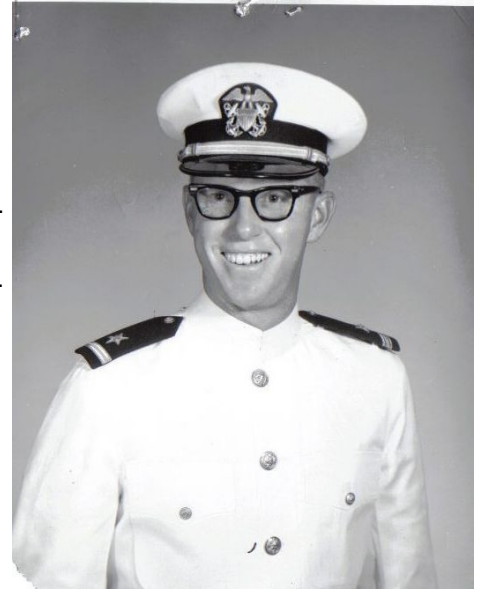
Field Days:

August 17-20, 2006	USS THE SULLIVANS (DD-537) Buffalo, NY
October 20-22, 2006	USS JOSPEH P KENNEDY (DD-850) Fall River, MA

STEPHEN F. ARGUBRIGHT, JR. 1964-1967

Steve Argubright had nearly 40 years experience in a variety of U.S. Government assignments.

From 1964 to 1967 he served on board Cogswell as the EMO and CIC Officer. He continued to serve on active duty as a U.S. Navy intelligence officer, attaining the rank of Commander, retiring in October, 1986. His assignments include tours in Washington DC, Vietnam, Hawaii, Omaha and Bahrain. He was awarded the Bronze Star for service in Vietnam. From 1987 to 2003, Steve was an Intelligence Specialist with the Naval Criminal Investigative Service (NCIS) Headquarters in Washington, DC. In August 1994 he was detailed from NCIS to the National Counterintelligence Center (NACIC), now the Office of the National Counterintelligence Executive (ONCIX), to participate in outreach programs that focus on the threat to private sector proprietary information.



On June 29, 2004, he was awarded the National Intelligence Certificate of Distinction by the Director of Central Intelligence for "development of innovative educational programs and materials that helped raise the understanding of foreign intelligence threats directed at both the United States Government and private industry and the responsibilities of organizations and individuals to counter this threat."

USS NEW YORK

Submitted by Pete Daggett & Gale Sessions

With a year to go before it even touches the water, the Navy's amphibious assault ship USS New York has already made history. It was built with 24 tons of scrap steel from the World Trade Center.

It is the fifth in a new class of warship -- designed for missions that include special operations against terrorists. It will carry a crew of 360 sailors and 700 combat-ready Marines to be delivered ashore by helicopters and assault craft. Steel from the World Trade Center was melted down in a foundry in Amite, La., to cast the ship's bow section. When it was poured into the molds on Sept. 9, 2003, "those big rough steelworkers treated it with total reverence," recalled Navy Capt. Kevin Wensing, who was there. "It was a spiritual moment for everybody there."

Junior Chavers, foundry operations manager, said that when the trade center steel first arrived, he touched it with his hand and the "hair on my neck stood up." "It had a big meaning to it for all of us," he said. "They knocked us down. They can't keep us down. We're going to be back."

The ship's motto? - 'Never Forget'



ROBERT W HAYES 1955-1957

In order to avoid the draft, Hayes enlisted in the Naval Aviation Cadet V-5 program right out of high school at the age of 17 in 1942.

After many months of training in Louisiana, Texas, Oklahoma and California, earned Navy wings in 1945 and was assigned to fighter squadron flying F6F s. Since all the Japanese planes had already been shot down by this time and little use remained for fighter pilots, Ens. Hayes was assigned to VR2 at Alameda CA. flying the JRM Mars, the largest flying boat in the world at the time. Many trips were made throughout the South Pacific, Far East and Australia. Following this tour of duty, Ens. Hayes was ordered to VR-11 out of Honolulu flying C54 s (R5D s).

In 1947 the Navy was in hard times financially so flight status with the extra pay was stopped for many junior pilots. Hayes found himself assigned to surface duty on USS Henry W. Tucker as gunnery and landing force officer. In this capacity he went ashore with a 30 man landing party at Chingwangtao, China to look for a downed Marine pilot who had made a forced landing near the coast. Communist villagers had captured the pilot. After a brief firefight, his captors ran away and the pilot was rescued by the landing force and returned to his unit.

Shore duty came in 1949 as aide and flag Lt. To COMPHIBPAC in Coronado CA. Next came Intelligence school at Anacostia D.C. and assignment to Gen. Mac Arthurs staff for the Inchon invasion in 1950. Temporarily assigned TAD with the British Royal Navy flying the Sunderland (4 engine flying boat) on mine patrol. After two tours in Korea, ordered to USS Pittsburgh (CA-72) out of Norfolk VA. Made round the world cruise and several Med. deployments. Next shore duty was as Provost Marshal, Naval station Norfolk.

In 1955-57 assigned to USS Cogswell (DD651) out of San Diego, CA. as Operations Officer, made West Pac. and Australia cruises. Following Cogswell, Hayes was assigned to various shore duty stations in San Diego and college at Tulane Univ. in New Orleans. 1960 USS Noble, (APA 218) as 1st Lieutenant; 1961 Executive Officer, Beach Masters Unit 1, Coronado CA.; 1962 Assigned to the staff of Joint U.S. Military Advisory Group based in Bangkok, Thailand. Flew intelligence missions into Laos, Cambodia and Viet Nam. 1964 returned to shore duty as instructor in Counter Insurgency school, Coronado. Assigned to evaluate military survival schools which required that he attend and graduate from the Navy's school at Warren Hot Springs, USAF at Stead AFB, Nevada, USMC at Bishop CA, USA Jungle school in Panama, and RCAF course in Edmonton Alberta Canada.



1965 ordered to SEATO Hdqtrs, Dominican Republic as Port Captain, Santo Domingo. He was injured in rebel ambush while on an inspection trip of Dominican naval vessels. After several months of recovery in Porto Rico, Lt.Cmdr. Hayes was surveyed out of the navy for medical reasons and retired. He is still a flight instructor and one of the few members of the Flying Octogenarians.

1966 Joined the Merchant Marines and sailed out of San Francisco with Unite Fruit. He was 3rd Mate and later 2nd mate on SS Tivives and SS Junior. Made two tours to Viet Nam carrying varying cargo and then decided the Merchant Marine involved too much sea duty, so became a total civilian.

Memberships: American Legion, Veterans of Foreign Wars, Navy League, DAV, Cruiser/Destroyer Sailors and Quiet Bird men.

JOSEPH F MARHEINEKE

1943-1945

Born St. Charles, MO August 24, 1922 the fourth of eight children. As a child I enjoyed a wonderful family life and spent many pleasant times hunting and fishing with my father and grandfather.

In June 1940 I graduated from a parochial high school then attended trade school in St Luis, MO. On May 12, 1941 I was hired as an electrician at American Car & Foundry, St. Charles plant. The product at that time was light tanks being built for the Army North African campaign. I had no desire to be in the Army and possibly servicing tanks, so I enlisted in the Navy in November 1942.

I went through boot camp and fire control school in Great Lakes Naval Training Station then off to advanced school San Diego Destroyer base. On completion of this course I traveled to Boston by rail. I spent several weeks at the Fargo building waiting for the Cogswell to return from a shakedown cruise.

In October 1943 along with Dan Nelson and others we boarded the Cogswell my home at sea until the end of WWII. In Feb 1945 we returned to the United States for much needed repairs and the first liberty in almost two years. On returning home on liberty, I married Alice Heinsz my high school sweetheart. It was difficult returning to the ship after a few days knowing we would again return to action in the Pacific—destination Okinawa.



While on board FC2 Ralph Rech and I were given permission by our Exec to form a nine piece swing band that hopefully gave pleasure to crew members, it certainly broke up the monotony of life on ship.

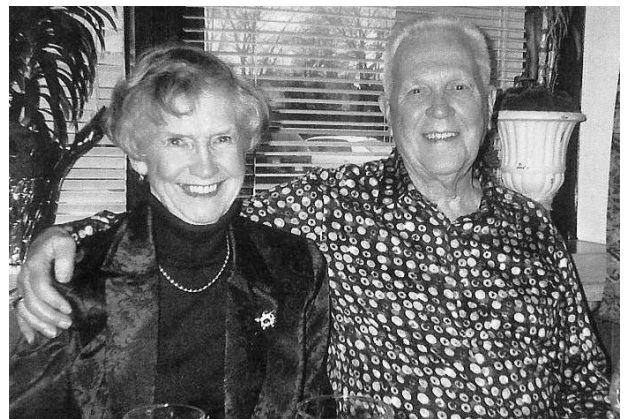
On being discharged Oct 17, 1945 I returned to my job as maintenance electrician American Car & Foundry. Later I wired passenger rail cars until being laid off during the Korean War. Wife Alice and I had two children at that time and decided to relocate to California. Within a short time I was hired at Chrysler Los Angeles plant. I worked there as a maintenance electrician until taking a supervisory position in 1962. By that time the family had grown to three boys and three girls. In 1968 I was promoted to maintenance superintendent. In 1971 I transferred to Detroit Lynch Road Assembly to replace retiring superintendent and stayed until 1979. On leaving Chrysler by taking early retirement I took the position of Facility Engineer at F. Joseph Lamb a machine tool company and was responsible for thirteen facilities in Michigan and Ohio.

On February 9, 1988 my wife of forty-three years died of a massive heart attack, leaving a great void in my life.

Two and 1/2 years later I met my present wife June, a widow who has been a loving wife and companion now for fifteen years. I have been twice blessed having these lovely ladies in my life.

I was made aware of Cogswell reunions when my son Mark came across info regarding Cogswell on the internet. I only wish that we would have known sooner. I have attended two of the past three, Seattle and Las Vegas. We missed Charleston because of illness. The reunions have made it possible to get reacquainted with a number of the crew with whom I served. Two in particular, Dan Nelson (wife Iva) and Sterling “Jim” Spell (wife Linda). Dan and Jim also Fire Controlmen and we had stood many hours together at our watch stations in the main battery director.

I have always enjoyed traveling and have been in every state but North Dakota. I have been on a number of cruises, visited with relatives in France, Germany, and Corsica. I’ve also had the pleasure of a several week around the world trip. I enjoy sports, especially golf and baseball both of which I had participated for years.



LUTHER W MOOREHEAD

1958-1960

My early life was rather uneventful. I was born in San Angelo, Texas 10 August 1928. Raised and went to school in San Angelo, TX. I completed my Junior Year in High School and Flunked My Senior Year.

I enlisted in the Navy on a Two Year enlistment. I went to Boot Camp in San Diego and Camp Elliot. After Boot Camp I went on board USS Oneida APA-221 bound for Guam. I was put to work as a Guard for Japanese Prisoners while waiting for the USS Boxer CV-21. I served on USS Boxer until discharge December 1947.

Went Back to San Angelo for about 10 Months then Reenlisted in Navy for 3 years. I was stationed in Charleston, South Carolina, ferrying Mothball ships from Green Cove Springs to Charleston to be worked on in the Navy Yard. I was in the Recommissioning Crew for USS Mullany DD-528 in 1951 and served on her until ordered to Shore Duty at Quonset Point Naval Air Station on Naraganset Bay, Rhode Island in 1954. In 1956 I received Orders to Instructor Training and Duty on USS Bowers APD-40. I reenlisted for 6 Years and received orders to NAF Okinawa and duty on USS Kenneth Whiting AV14. After Putting the Kenneth Whiting out of commission in Bremerton, WA. I received orders to USS Cogswell DD-651.



I left the Cogswell for Submarine School in 1959, then duty on board USS Becuna SS 319, Made CPO while on Becuna and sent to Holy Loch, Scotland for duty purchasing and supplying Fleet Ballistic Missile Submarines. Then assigned duty Decommissioning USS Liddle APD-60. After Cuban Missile Crises, I went to school at Bainbridge Md. and assigned to Recruiting Duty in Azusa, Calif., I was then assigned duty aboard USS Ashtabula, AO-51 as Senior Chief Petty Officer of Supply department. After two tours to Viet Nam I decided to put in my papers and retired on 22 Years.

I then went to work for the Postal Service as a Substitute Mail carrier. Went to College at nights at Arizona Western College for a degree in Business Administration. I went through several Promotions and retired as Postmaster Winterhaven, California. While working for the Postal Service I attended Postal Academies at Bethesda, Md., Oakbrook Ill, Los Angeles, Calif. I combined My Naval Service with Civil Service for a Total of 40 Years for Retirement Purposes. Presently Living in Helotes, Texas with my beautiful Wife Bernadine. We have Four Children. Three Girls And one son. We now have 13 Grandchildren and 20 Great Grandchildren. I have many Fond Memories of Duty on Cogswell and consider it one of the Best of the 10 ships I served on. I will never forget that 60 degree roll we took while patrolling the Formosa Straits. I hope everyone has been as fortunate as myself after Cogswell. It was a good ship.

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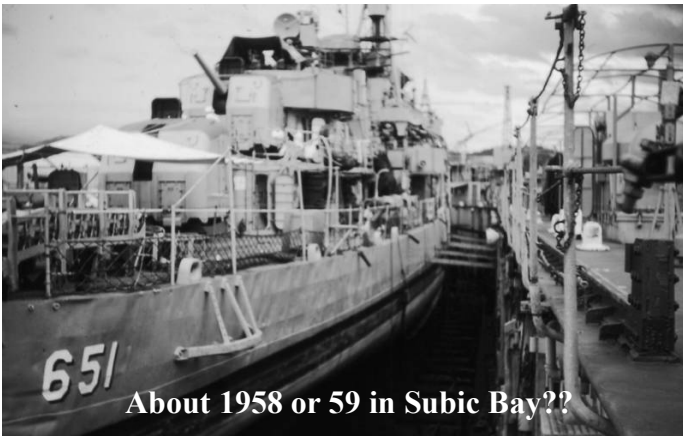
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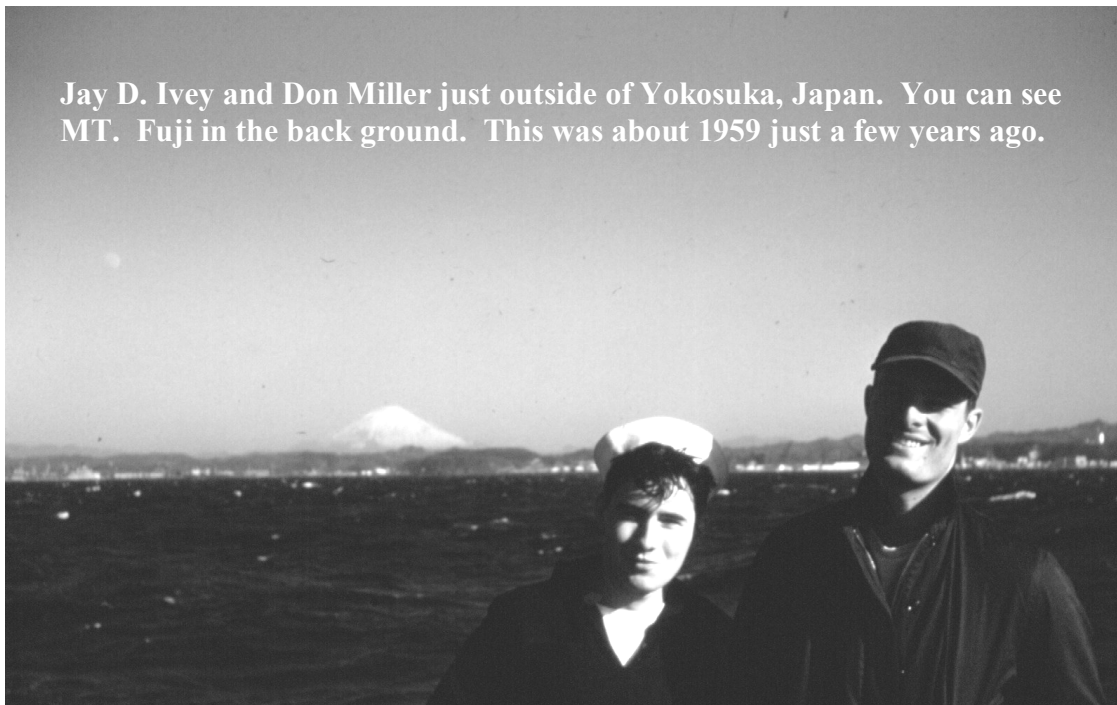
New Cogswell Pictures

Submitted by Don Miller

Hello fans of old pics from 1958 from the Cogswell, somewhere in the Pacific, I was having a wonderful time and wondering just what in the world have I got myself into.




Jay D. Ivey and Don Miller just outside of Yokosuka, Japan. You can see MT. Fuji in the back ground. This was about 1959 just a few years ago.




Pictures From 1958 Cruise Book

Submitted by Norm Galloway




LCDR J. P. McMAHON, USN
EXECUTIVE OFFICER


S
H
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P
S




LT W. F. BAKER, USN
OPERATIONS OFFICER




LTJG F. F. EMBICK, USN
GUNNERY OFFICER



LTJG D. L. CUNNINGHAM, USNR
ENGINEERING OFFICER




LTJG S. A. MESSNER, USNR
CIC OFFICER




LTJG P. A. PETTY, USNR
SUPPLY OFFICER

O
F
F
I
C
E
R
S




LTJG J. M. VAIGHT, USNR
COMMUNICATIONS OFFICER

5




LTJG R. H. KIEL, USN
MAIN PROPULSION ASSISTANT


S
H
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P
S




LTJG T. I. LILLIE, USNR
ASSISTANT COMMUNICATIONS




LTJG J. A. TRENT, USN
ASW OFFICER




ENS J. R. CHAPMAN, USNR
FIRST LIEUTENANT




ENS J. E. SOLLI, USNR
ELECTRONICS MATERIAL OFFICER



ENS R. P. DUNBAR, USN
2ND DIVISION J. O.



ENS L. S. KROLL, USN
DAMAGE CONTROL ASSISTANT



ENS M. C. DICKENSON, USN
ASST SUPPLY OFFICER

6



FRONT ROW, Left to Right: JESSEPE, SN; HENSLEY, SA; WEIDIGER, SN; STAUTZENBERGER, SA; MURRAY, SN; STORMONT, SN; LAWLER, SN; KNOX, BM3. BACK ROW: HOFFMAN, BM3; LINDAY, GM3; O'KEEFE, GM1; LAWSON, BM1; GARY, GM2; MITCHELL, SN; CATALFAMO, SN.



FRONT ROW, Left to Right: McCONNELL, BMC; HALE, BMC; MUNSGIE, FTC. BACK ROW: JONES, BTC; WYNN, GMC; YOUNG, HMC; GEBHART, CSC; SELVIG, SOC.



FRONT ROW, Left to Right: LARIMORE, SN; WESTON, FT3; PRATER, FT3; BROTHERS, SO3; BERGSTEN, SO2; POPE, TM3. BACK ROW: PFUNTNER, TM2; STEFFENS, SO3; JORDAN, FT1; SELVIG, SO1; WHORRALL, TM2; SLATER, SO2; DOLAN, SO2.



FRONT ROW, Left to Right: HAMNER, SM3; KENDALL, SN; DANNER, RM2; MICHEL, SN; BUCHANAN, SM3; MCCOY, SN. MIDDLE ROW: GLINN, PN2; RETALICK, YN2; GUSTASON, RM3N; WILLIAMS, RM3; MOORE, YNSN; CLAGGITT, ET2; FORNER, RD2. BACK ROW: TONE, ET2; NIPPER, ET2; CADELL, RM3; ESCAREGA, ET2; STACY, ET2; YETTER, SN; TYLER, QM1; FACE, YNC.



FRONT ROW, Left to Right: GANN, BT1; PIERCE, BTFN; CARSON, BTFN; CHITWOOD, FN; JOHNSON, BT2; WITTER, FN; KEITH, BT3; LORD, BT1. MIDDLE ROW: GREGG, BT2; THARP, FN; ATKINSON, BTFN; SMITH, FN; SANDERSON, BT2; EVANS, FN. BACK ROW: BINNINGER, FN; ADAMSEN, F; VERMILYER, BT2; RICHMOD, BT3; WATERBURY, BTFN; SEELHORST, FN; JONES, BFC. NO PICTURES AVAILABLE FOR THE FOLLOWING MEN: REUSCH, MMC; HARTSELL, MMC; CARTWELL, MM1; BEACH, MM1; SHARPE, MM1; MURRAY, MM2; VILD, MM2; LEGGETT, MM2; FRANKLIN, MM2; HEDRICK, MM2; FULMER, MM3; CRAWFORD, MM3; SKIDMORE, MM3; OSBORNE, MM3; SHEETS, MM3; STOWELL, MM3; BUSSELL, MM3; GOSS, MM3; MINNEY, MM3; MILLER, FN; HODGES, FN; IVEY, FN; BAXTER, FN; NORRIS, FN; MATHESON, FN; GRAHAM, FN; CREDEL, FN; SOLIWADA, FN; CONTRERAS, FN; AUBE, FN; BOURQUE, FN; HOLLAND, FN.



FRONT ROW, Left to Right: DYCHES, SFM2; GRINNELL, EM3; CARRILLO, EM2. MIDDLE ROW: WOODIN, DC2; FROCK, ME2; TUCKER, FN; MYERS, MRI; CARTER, EN2; BERRY, IC2; VAN HORN, EM2. BACK ROW: MCMURPHY, FN; HOWELL, FN; KUMP, SFF3; JOHNSON, FN; NANCE, EM1; BISHOP, EM3; BOSELY, IC3; CARNER, EM3.



FRONT ROW, Left to Right: EDWARDS, SD3; CREEL, SN; REEL, SN; KERR, SK3; TANNENBAUM, SK3; COLEMAN, SN; DEAN, SA. BACK ROW: SCHULTZ, CSC; ORR, SN; RICE, SN; O'NEAL, SN; JENSEN, SK1; BERNARD, SH2; MATHEWS, SK3; APPLETON, N; MAYNARD, DKSN.

Certificate of Participation

Greetings:

Know ye:
We the undersigned do hereby Certify that

U.S.S. COGSWELL DD-651

With Joint Task Force Seven in the Spring of 1958

Participated In

OPERATION HARDTACK

W. C. B. G.
Scientific Director

A. R. Duelschke
Major General, USAF
Commander

Wm. W. Reed
Major General, USA
Deputy Commander

F. M. Lyne
Rear Admiral, USN
Deputy Commander

Wm. W. Reed
Chief of Staff

DD214's Now On-line

Submitted by Bill Loyd

Its official, DD-214's are NOW Online. The National Personnel Records Center (NPRC) has provided the following website for veterans to gain access to their DD-214s online: <http://vetrecs.archives.gov/> This may be particularly helpful when a veteran needs a copy of his DD-214 for employment purposes.

NPRC is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files. Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents.

Other individuals with a need for documents must still complete the Standard Form 180, which can be downloaded from the online web site. Because the requester will be asked to supply all information essential for NPRC to process the request, delays that normally occur when NPRC has to ask veterans for additional information will be minimized.

The new web-based application was designed to provide better service on these requests by eliminating the records center's mailroom processing time.

For The Sparks

Submitted by Joe Garza (San Diego OTC)

<http://www.hnsa.org/doc/radio/index.htm>

Introduction to Radio Equipment, NAVPERS 10172, 1946 was created just after WW II. It is a basic introduction to tube era elections and has specifics on typical radios at the end.

In this online version of the manual we have attempted to keep the flavor of the original layout while taking advantage of the Web's universal accessibility. Different browsers and fonts will cause the text to move, but the text will remain roughly where it is in the original manual. In addition to errors we have attempted to preserve from the original this text was captured by optical character recognition. This process creates errors that are compounded while encoding for the Web.

LITTLE KIDS STUDY THE SEA

Submitted by Ron Riley

- This is a picture of an octopus. It has eight testicles. (Kelly age 6)
- Oysters' balls are called pearls. (James age 6)
- If you are surrounded by sea you are an Island. If you don't have sea all around you, you are incontinent. (Wayne age 7)
- I think sharks are ugly and mean, and have big teeth, just like Emily Richardson. She's not my friend no more. (Kylie age 6)
- My uncle goes out in his boat with pots, and comes back with crabs. (Millie age 6)
- When ships had sails, they used to use the trade winds to cross the ocean. Sometimes, when the wind didn't blow, the sailors would whistle to make the wind come. My brother said they would be better off eating beans. (William age 7)
- I like mermaids. They are beautiful, and I like their shiny tails. How do mermaids get pregnant? (Helen age 7)
- Some fish are dangerous. Jelly-fish can sting. Electric eels can give you a shock. They have to live in caves under the sea where I think they have to plug themselves into chargers. (Christopher age 7)
- There is a lot of suckers in the ocean. The Mafia put them there. (Russ age 5)
- A Dolphin breathes through an asshole on the top of its head. (Billy age 6)
- When you go swimming in the sea, it is very cold, and it makes my willy small. (Kevin age 6)

The A, B, C's of Aging

Submitted by Wes Moorehead

A is for Apple, and B is for Boat,
That used to be right,
But now it won't float!

Age before Beauty is what we once said, But let's be a bit more realistic instead.

Now **A's** for arthritis; **B's** the bad back, **C** is the chest pains, perhaps car-di -ac? **D** is for dental decay and decline, **E** is for eyesight, can't read that top line! **F** is for fissures and fluid retention, **G** is for gas which I'd rather not mention. **H** is high blood pressure--I'd rather it low; **I** for incisions with scars you can show. **J** is for joints, out of socket, won't mend, **K** is for knees that crack when they bend. **L** for libido, what happened to sex? **M** is for memory, I forget what comes next **N** is neuralgia, in nerves way down low; **O** is for osteo, the bones that don't grow! **P** for prescriptions, I have quite a few, just give me a pill and I'll be good as new! **Q** is for queasy, is it fatal or flu? **R** for reflux, one meal turns to two. **S** for sleepless nights, counting my fears, **T** for Tinnitus; there's bells in my ears! **U** is for urinary; big troubles with flow; **V** is for vertigo, that's "dizzy," you know. **W** is for worry, NOW what's going 'round? **X** is for X ray, and what might be found. **Y** is another year I'm left here behind, **Z** is for zest that I still have-- in my mind. I've survived all the symptoms, my body's deployed, and I've kept twenty-six 'doctors' fully employed!

Computer Guy

Submitted by Ross Cook

I was having trouble with my computer. So I called Harold the computer guy, to come over. Harold clicked a couple of buttons and solved the problem. He gave me a bill for a minimum service call. As he was walking away, I called after him, "So, what was wrong?" He replied, "It was an ID ten T error." I didn't want to appear stupid, but nonetheless inquired, "An ID ten T error? "What's that in case I need to fix it again?" Harold grinned.... "Haven't you ever heard of an ID ten T error before?" "No," I replied. "Write it down," he said, "and I think you'll figure it out."

So I wrote down I D 1 0 T

I used to like Harold.

Basic Training

Submitted by Orlie Baird

Fifty-one years ago, Herman James, a North Carolina mountain man, was drafted by the Army. On his first day in basic training, the Army issued him a comb. That afternoon, the Army barber sheared off his hair. On his second day, the Army issued Herman a toothbrush. That afternoon the Army dentist yanked seven of his teeth. On the third day, the Army issued him a jock strap. The Army has been looking for Herman for fifty one years.



WE IS FRIENDS!
ME AND YOU IS FRIENDS
YOU SMILE, I SMILE..
YOU HURT, I HURT..
YOU CRY, I CRY..
YOU JUMP OFF A BRIDGE.
I GONNA MISS YOUR E-MAILS.
~C~

Sorry, I don't know who
sent this but it's too good
leave out!

USS Cogswell DD-651 Radio Log from June 3rd 1944 to Jan 3rd 1946.

Submitted by Tom Spargo (received from Leonard Sternicki—brother of deceased crewmember Ed Sternicki)

Because there are numerous pages to this log, we've only printed the first page here. Eventually, the entire log will be posted on the Cogswell website.

- 1944
- JUNE 2 STAYED IN MAJURO DURING THE TIME ELAPSED, MAKING PREPARATIONS FOR THE NEXT STRIKE, ALTHOUGH WE DID GO OUT THREE DAYS WITH CARRIERS FOR ROUTINE OPERATION.
- JUNE 3 ROUTINE DAY.
- JUNE 4 WENT TO GQ TWICE TODAY JAP PLANES SNOOPING AROUND.
- JUNE 5 GOT UNDERWAY.
- JUNE 6 ROUTINE DAY WITH EXCEPTION OF DRILLS. WORKING WITH FOUR CARRIERS SAN JACINTO, LEXINGTON, ENTERPRISE AND LANGLEY. RECEIVED THE NEWS OF THE INVASION OF EUROPE LAST NIGHT.
- JUNE 7 ROUTINE DAY, HELD DRILLS ETC.
- JUNE 8 JOINED WITH BATTLESHIPS THIS AFTERNOON OTHER WISE SAME AS YESTERDAY
- JUNE 9 REFUELED FROM THE BATTLESHIP ALABAMA. LIBERATOR TOOK PICTURES OF THE TASK GROUP IN THE EVENING AND DROPEO FILM.
- JUNE 10 ROUTINE DAY.
- JUNE 11 PREPARED TO CARRY OUT STRIKES AGAINST SAIPAN. PLANES TOOK OFF FOR A STRIKE THIS AFTERNOON TO GAIN AIR SUPREMACY, REFUELED FROM THE LEX. PLANE RETURNED BADLY SHOT UP AND HAD TO CRASH LAND IN THE WATER. MAN FELL OVER THE SIDE OF THE LEX, AND WAS PICKED UP. WENT TO GQ DURING THE NIGHT, SNOOPERS ABOVE THE GROUP. ONE JAP PLANE SHOT DOWN DURING THE NIGHT.
- JUNE 12 ARE ABOUT EIGHTY MILES OFF SAIPAN, REFUELED FROM LEX, GOT ORDERS TO GO BACK TO ENIWETOK WITH SECRET MAIL. LEFT TASK GROUP EARLY IN THE EVENING.
- JUNE 13 ROUTINE DAY, FIRED ALL GUNS TESTING AMMUNITION.
- JUNE 14 ARRIVED IN ENIWETOK IN THE MORNING, LEFT IN THE AFTERNOON TO REJOIN TASK GROUP.
- JUNE 15 DOG DAY GROUP BOMBARDING AND OUR TROOPS INVADING SAIPAN. WENT TO GQ AT NIGHT. JAP TASK FORCE IS SUPPOSED TO BE SOME WHERE IN THE AREA.
- JUNE 16 AT GQ ALL DAY SIGHTED SAIPAN ABOUT 0900. SOME OF OUR SHIPS WERE HIT BY BOMBS FROM JAP PLANES. EXPECT TO JOIN THE GROUP SOMETIME TODAY. YESTERDAY RECEIVED WORD THAT NINE OUT OF TEN LIBERATORS WERE KNOCKED DOWN OVER TRUK BY FIFTY JAP ZEROS. COTTON GOT A COUPLE OF JAP SAMBANS (FIFTY FOOT BARGES) LAST NIGHT. DURING AA FIRE AGAINST ATTACKING JAP PLANES DURING THE NIGHT THREE OF FOUR ENLISTED MEN AND OFFICERS WERE KILLED AND THIRTY SOME MEN WERE INJURED BY OUR OWN FIRE.
- JUNE 17 LANDINGS AND BOMBARDMENT STILL GOING ON. REFUELED YESTERDAY AND PASSED MAIL TO ENTERPRISE. HAVE BEEN ABOUT 1200 MILES FROM JAPAN. WENT TO GQ. JAP TASK FORCE SEEMS TO BE COMING OUR WAY EXPECTING A BIG NAVAL ENGAGEMENT SOONER OR LATER. FOR THE LAST THREE NIGHTS NOW. EVER SINCE OUR TROOPS LANDED FLASHES OF LIGHT FROM EXPLOSIONS AND GUN FIRE CAN BE PLAINLY SEEN ON THE ISLAND. THE BATTLE SHIP TENNESSEE WAS HIT BY SIX INCH SHELL FIRE FROM THE BEACH, ALSO THE DESTROYER BLACK.
- JUNE 18 GQ ALL DAY SAME AS YESTERDAY. JAP TASK FORCE IS ABOUT 250 MILES AWAY.
- JUNE 19 STILL AT GQ. LAUNCHED TORPEDO PLANES EARLY THIS MORNING. TWO OF OUR TANKERS WERE TORPEDOED SOMETIME IN THE EARLY AFTERNOON. JAP CARRIER PLANES ATTACKED OUR GROUP AND GROUPS AROUND US. OUR FLEET (5TH) SENT UP FIGHTERS TO INTERCEPT LARGE FLIGHTS OF ENEMY AIRCRAFT ATTACKING FROM DIFFERENT SECTORS. SOME ENEMY PLANES BROKE THROUGH OUR FIGHTERS AND CAME IN ON OUR GROUP. DIVE BOMBERS STARTED DROPPING THEIR LOADS. ABOUT TEN BOMBS FELL ON OUR GROUP. ONE NARROWLY MISSED THE CRUISER BIRMINGHAM WHO WAS ON OUR STARBOARD SIDE, NEXT BOMB HIT ABOUT 200 FEET OFF OUR FANTAIL. SHAKING US BUT CAUSING NO DAMAGE. FOUR ENEMY PLANES WERE SHOT DOWN BY OUR GROUP IN CLOSE SUCCESSION. ONE OF THEM NARROWLY MISSING THE BOW OF THE ENTERPRISE. ONE ENEMY BOMBER was shot down from a great height, made quite a spectacular, the results of OBA fighters and ships of the force, accounted for 12 enemy aircraft shot down (later called a turkey shoot) the remainder of the enemy planes landed on Guam and Rota Islands for refueling, one of our groups went to take care of them.

NAUTICAL TERMS AND THEIR ORIGIN

Submitted by Pete Daggett

Above Board - To take aboard was to take useful things above deck, ready to use. All above board referred to the fact that the boards of planking which make up the decks are in plain view to everyone.

As The Crow Flies - British coastal vessels customarily carried a cage of crows. Crows detest large expanses of water and head, as straight as a crow flies, towards the nearest land if released at sea - very useful if you were unsure of the nearest land when sailing in foggy waters before the days of radar. The lookout perch on sailing vessels thus became known as the crow's nest.

Between The Devil And The Deep Blue Sea - In traditional wooden ships, sailors had to caulk or pay the seams between planks with hot tar to keep their ship from leaking to the bilges. The devil seam was topmost in the hull, next to the scuppers (waterways or gutters) at the edge of the deck. It was thus the longest seam on the vessel and, not being flush as with other hull seams, the seam that was most prone to spring a leak. A sailor knocked down by a wave would find himself scuppered and lying between the devil and the deep blue sea

Canvas - (from the Greek Kannabis) was made from hemp (as is cannabis) but modern sails, although still called canvas, are made from terylene, polyester, dacron, kevlar and other man made fibers.

Chewing The Fat - Before refrigeration, food was preserved in brine within wooden casks. In time, the salt-hardened fat on the meat, became stuck to the sides of the barrel. But the cook would not waste this and could often be seen scraping the barrel whilst the crew impatiently waited and chewed the fat. The hard fat was perfect for greasing masts and preserving leather fittings, so to prevent the crew from using it all, the cook would secrete it in his 'slush fund', selling the excess ashore to candle makers and fish and chip shops.

Clean Slate - It was the custom in sailing ships to record courses, distances and tacks on a log slate. The new watch would always use a clean slate if things were going fine, disregarding what had gone before and starting anew.

Crows Nest - See 'As the Crow Flies'

Fly By Night - When sailing downwind at night a large fly-by-night would be used to do the job of several smaller, more intricate sails. It required less attention but could only be used downwind and therefore was seen infrequently by sailors.

Footloose - The bottom of a sail is called the foot. It is usually tied to a boom, but when it is footloose (or loose-footed) it often dances freely in the wind, as if with a mind of its own.

Freeze The Balls Off A Brass Monkey - Between the guns, pyramids of cannon balls stood upon lipped edged trays called monkeys. In some ships these monkeys were made of brass (for ceremonial reasons). In cold weather, the different coefficient of expansion meant that the brass trays would contract faster than the iron cannon balls. Sometimes it was cold enough to freeze the balls off a brass monkey.

Let The Cat Out Of The Bag - Sailors would sometimes bottle up their rum ration for a time when they considered it might be more suitable for a wild session, but the sailor found drunk on duty would be required to fashion a cat o' nine tails or make a rod for his own back which would then be kept in a leather sack. When sailors let the cat out of the bag, bad fortune befell them, usually on punishment day, which aboard ship was Blue Monday.

Limey - In 1795 the issue of lime juice aboard British naval ships was implemented to prevent scurvy amongst sailors. British naval ships are still required to carry lime juice and American sailors persist in calling British sailors limeys.

Luff - Loef is a Dutch word meaning windward. A-luff (or aloof) describes a vessel which may be sailing along a lee shore, bearing up, pinching her head high into wind to prevent her being set ashore. To luff up is to point the sail further in to wind - to pinch in fact

Nipper - The anchor warp in large sailing ships (cables) were too large to bend around a capstan. Smaller lines were used to heave the cables and these were nipped to the cable by small boys, who became known as nippers.

Port - (larboard) or left side, is an abbreviation of porta il timone (carry the helm)



(Continued on page 20)

USS COGSWELL DD-651 DECKLOGS

By George Overman

I am the proud owner of 295 pages of the USS Cogswell DD-651 Deck logs from Dec 01, 1943 to Jun 14, 1944 thanks to Mr. Donald Peirce! I have printed a few of these pages in previous newsletters, but the amount of information prevents additional inclusion in the newsletter. Therefore, along with the radio logs from Tom Spargo, we will get these papers on the Cogswell web site in the future. For those of you who do not have access to the web at home, most if not all, public libraries have this access.

WWII DIARY BY JIMMY LITTLETON

Submitted by Joe Marheineke

Joe Marheineke sent along a diary by Jimmy Littleton from August 1943 to July 1945. The pages in this diary will also be later scanned and added to our web site. There is much good information in this diary.

(Continued from page 19)

Posh - In the days when the only way to India was by sea, it was customary for wealthy passengers to book cabins on the cool side of the ship - port out, starboard home, hence the acronym posh.

Rubbing Salt in a Wound - Roman sailors were paid a quantity of salt as part of their salarium (from the Latin sal meaning salt). These sailors did not take kindly to losing part of their salary when having to rub salt into wounds after battles.

Shake A Leg - In Portsmouth, women would come aboard naval vessels to aid ship morale. Shore leave was often forbidden for fear that pressed men (landlubbers who were forced into service by press gangs) would desert. Each morning the petty officer would shout for the occupants of hammocks to shake a leg. If the leg was smooth and shapely, the occupant was allowed to sleep in; if the leg was hairy, the officer turned out the hammock for the sailor to swab the deck.

Ship Shape (And Bristol Fashion) - The Port Of Bristol was once famous for importing tobacco, sherry, chocolate and slaves. Slave ships smelled and could bring disease. They were not allowed into port until they were cleaned and made tidy (tides are predictable and ordered). Before entering Bristol, slave ships were rigorously inspected so as to be ship shape and Bristol fashion.

Son of A Gun - The gun decks offered convenient spaces for childbirth. Children born on the gun decks could never be certain of their father and were entered in the Deck Log as a son of a gun.

Square Meal - If sailors were lucky, they could go below to eat a square meal off the square wooden platters that cook stowed in a rack.

Starboard - Steer is the Anglo-Saxon word for star and bord is a rudder or oar, always fitted on the right side of ships as most Saxon and Viking sailors were right handed. The steering bord side (starboard) is the right side of a ship (looking forwards).

The Cut of His Jib - The Bay of Biscay is notoriously stormy. French and Spanish ships which frequented this water, had their foresails cut thin, so that they should not be blown off the wind when pointing. Upon seeing an unexpected three decker crest the horizon, a smaller British frigate captain might not like the cut of his jib and decide to cut and run, the crew cutting the lashings on all sails to run off before the wind at speed.

Three Sheets To The Wind - On a Bermuda rigged (two sailed) vessel there are three sheets (two for the jib/foresail and one for the main sail). If a yacht is three sheets to the wind then the sails are not drawing wind and the boat will not make headway (forward progress) but will drift downwind. Sheets might have been let fly, to thrash out of control beneath the flogging sails. On land, windmills have four sails. The sails are covered with sheets of fabric. The windmill turns at full speed with four 'sheets' (sails) exposed to the wind but will work more efficiently in brisk winds with only two 'sheets'. If you put up three sheets to the wind the windmill will be unstable, wobbling on its axis like a drunken sailor. At sea, sheets should never be confused with sails.

MILITARY LANGUAGE CONVERSION CHART

Submitted by Carl Fairfield

NAVY / USMC	ARMY	AIR FORCE
Head	Latrine	Powder Room
Rack	Bunk	Single with ruffle and duvet
Mess Deck / Chow Hall	Mess Hall / Mess Tent	Dining Facility or 'The Cafe'
"Cookie", stew burner	Mess Cook	Contract Chef
Coffee / Mud	Cup of Joe	Vanilla Skim Latte'
Bug Juice	Kool-Aid	Shirley Temple
Utilities / Digitals	BDUs / ACUs	Casual Wear
Seaman / Private	Private	Bobby / Jimmy
Chief / Gunny	Sergeant	Bob / Jim
Captain / Skipper	Colonel	Robert / James
Captain's Mast	Article 15	Time Out
Berthing / Barracks	Barracks	Apartment
Skivvies / U-Trau	Underwear	Undies
Thrown in the Brig	Put in Confinement	Grounded
Zoom Bag	Flight Suit	Business Casual
Cover / Head Gear	Beret	Optional
Ship's Store / BX	PX (PX Trailer)	AAFES Shopping Mall
TAD	TDY	PCS with family
Cruise / Afloat	Deploy	Huh?
Ground Grabbers	Athletic Shoes	Flip-Flops
Die for your Country	Die for your Battle Buddy	Die for Air Conditioning
Shipmate / Marine	Battle Buddy	Don't Ask, Don't Tell or Honey
Terminate / Kill	Take Out	Back on Base for Happy Hour
Boon Dockers	Jump Boots	Birkenstocks
Low Quarters	Low Quarters	Patent Leather Pumps
SEAL	SF/Ranger	Librarian
Shore Patrol / MPs	MPs	SF
Oouh-Rah!	Hoo-ah!	Hip-Hip hurray!
MRE	MRE	Happy Meal To Go
Salute	Salute	Wave
Obstacle Course	Confidence Course	Class VI Parking Lot
Grinder / Drill Field	Parade Field	What?
Ge-Dunk	Snack Bar	Chuck E. Cheese
PT Test	APFT	"No conversion available"
Dept. of the Navy	DoD	DoD Lite
Midshipman	Cadet	Debutant
Hard-Core	Strak	"Way Too Serious"

Navy vs Air Force Pilots

Submitted by Carl Fairfield

A favorite story from Admiral James Holloway, former CNO. One thing about Air Force pilots is that they lie a lot. You simply can't trust them at all. We had an argument one night at the Belvedere Inn, across from the main gate at NAS Pax River, a bunch of our Tomcat Pilots at Strike were arguing with some F-15 Eagle drivers from Langley about who was better at what and which airplane was better. Well, we decided to settle it the next morning in the restricted area over Chesapeake Bay. This is where we found out about how much Air Force pilots lie!!! We all agreed to meet nose on at 35,000 and settle it once and for all. Don't you know those lying, sneaky bastards showed up at 40,000. God, what a bunch of lying, low lifes those Air Force types were, showing up with a 5,000 foot altitude advantage. Hell....if we hadn't been at 45,000, those lying Air Force dirtbags would have had us for breakfast!

Stories From Tom Spargo

1. In the February 2006 Edition, John W. Roraback asked about the poem "The Ships Store is Open on the Starboard Side". I remember hearing said or sung to over the Loud Speaker System and enjoyed it very much. I don't remember much of it but it was sung to a old melody and I would be very interested knowing all the words and the name of the old tune.
2. Have you heard the story of the Deck Force Crew, whose job it was to remove the anchor chain that was tied to a buoy, in Pearl Harbor, I believe? It could have been deadly but thank God, no one was injured; it turned out to be quite humorous. The ships anchor chain was tied to a clevis on the buoy and the buoy was tied in some manner to a weight on the bottom of the harbor. The crew consisted of the Whale Boat Coxswain and about four other sailors including a coxswain or a Bosun. They had trouble getting the connection to the clevis undone and as they worked at it the buoy rotated and in so doing wound up the connection of line, cable or chain from the buoy to the weight on the bottom, much like a spring. After a bit the connection got wound up so tight that it had to unwind. Now one of the seaman, a good friend of mine, was also the heaviest of all the Seamen on the Deck Force, if not the entire ship. When the buoy started to spin, in time every one had to get by the big man or be hit by the chain, He of course, being the biggest, was also the slowest, and the first time most of them got by him. After a few revolutions the buoy came to a stop, but for only a short time. Because they in their running had wound it up the other way, so then the buoy started spinning in the opposite direction. Now the tired sailors could not pass the big man and they, one at a time fell into the drink. The big man also could not get by the chain and he to fell into the water. Each man was picked up by the Whaleboat but the big man could not swim but he also could not sink. He to with some trouble was the last one be picked up. It was quite funny in retrospect but there could have been serious consequences.

A Question

What happened to the COGSWELL's Ship Bell when the ship was scrapped ?

Carl Fairfield

Correct On Dick's Bio—February Edition

George, one small correction in the COGSWELL wardroom picture with my bio. The arrow should have been pointing to me, the second person on the right side.

Dick Dunbar

Japanese Bank Robbery Anonymous Submission

Did you ever hear about the robbery of a Japanese bank, purportedly executed by some of the Cogswell Crew during a shore party? It was common knowledge around the ship and the Capitan held a surprise inspection on the shore party which was requested by the Japanese. They couldn't identify any one perhaps because they weren't one of those inspected or because they had shaved their facial hair after the event. Some of the rumored participants sold goods aboard Cogswell that they had purchased with the money.



George,

I am sending you this picture, I think it looks a lot like Chief Blaine before he has his morning coffee.

Al Burns

Dear Mr. Overman,

My name is Brenden G. Sullivan and I am an attorney in San Francisco, California. I represent Thomas Halsema in a third party liability action against asbestos manufactures. Mr. Halsema has mesothelioma, which is a fatal disease and its only known cause is asbestos exposure. During Mr. Halsema's career in the Navy from 1953-1963, he served aboard many ships. One of which is the USS Cogswell. I have included some other ships he recalled as well. The point of my contacting you is I was hoping you or some of the other crew members could contact me to possibly serve as witnesses for Mr. Halsema's trial, at the least give me a call so I could talk to them. My number is listed below. Anything you could do to help would be much appreciated. Thank you very much.

UNITED STATES NAVY (1953-1963)

During plaintiff Thomas Halsema's 10 years in the U.S. Navy, he was exposed to asbestos from gaskets, packing, insulation and other materials. Plaintiff recalled during his deposition that while working for the United States Navy he was and stationed in San Diego at OSIR. Plaintiff recalls scraping off gaskets used for sealing valve covers, engine heads, and injectors. Plaintiff was stationed at this job site for eighteen (18) months in 1954-1955. Plaintiff did recall working aboard the following ships while serving for the United States Navy during his deposition:

USS COGSWELL (DD 651); Long Beach, California; Hunters Point, San Francisco, California; Mare Island Naval Shipyard, Vallejo, California. Plaintiff served in M Division and worked during overhaul and availability on asbestos-containing engineering spaces equipment.

USS GURKE (DD 783) Long Beach, California; Hunters Point, San Francisco, California; Mare Island Naval Shipyard, Vallejo, California. Plaintiff performed maintenance and repair on the asbestos-containing equipment in the forward engine room.

Submarine School, Groton, CT. Plaintiff was a machinist mate who worked with and around asbestos-containing gaskets, packing and equipment.

USS RAY (SS 271). Plaintiff was a machinist mate who overhauled the asbestos-containing gaskets, packing, engines and other equipment on this diesel submarine.

USS COBLER (SS 344). Plaintiff served as a machinist mate on this diesel attack submarine, working with and around asbestos-containing gaskets, packing, and equipment.

Nuclear Prototype Facility, Idaho. Plaintiff worked with and around asbestos-containing gaskets, packing and equipment at this facility.

USS SEAWOLF (SSN 575) Plaintiff worked with and around asbestos-containing gaskets, packing and equipment on this nuclear-powered submarine.

Guam duty: Plaintiff repaired electric and diesel tugs and harbor cargo vessels at this U.S. Navy base for two years after serving in San Diego. Half the time in Guam, plaintiff worked in the engine room on vessels as they came in to port. He removed and overhauled deck wedges. He removed generators in Harbor tugs for overhauls. He also worked on the engine of another vessel replacing stabilizers, shafts, and V drives for proper functioning. The other half of the time, plaintiff worked in and managed the paint shop and the EM club.

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The Scuttlebutt



August 2006

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