

# THE SCUTTLEBUTT

## USS COGSWELL DD-651 ASSOCIATION 13TH NATIONAL REUNION OWYHEE PLAZA HOTEL—BOISE ID OCTOBER 09-11, 2008

By George Overman

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### Special points of interest:

- More biographies
- Boise hotel details
- Branson reunion speaker and new Cogswell member Mr. Thomas Stealey, Jr.
- Humor

On August 5th and 6th a team of four local auditors and one out-of-towner inspected four hotels in Boise.

An audit form was used during the hotel inspections and the Owyhee Plaza hotel received the highest overall score. The local team consisted of Doni & Goody Kimball and Sylvia & Ray Moore. I went along for the ride to make sure Goody didn't get into trouble. Ray was well behaved, although I did see Sylvia jerk his chain a couple of times. It was very nice to have the team do the inspections and I found it interesting that there were no large inconsistencies between our scores. Unfortunately, Mary & Gary Phillips who live in Meridian, ID could not join us as they was out of town. They will be helping with the planning as well once I get the activities identified.

### Goody was hard at work!



Ray is grilling Kelly, the Sales Mgr.

The Owyhee will make an excellent venue for our Cogswell reunion. The hotel is a historic 1910 downtown hotel and the property is well maintained, clean, with modern amenities. They have a first class dinner restaurant on site that has been in business for many years and offers a unique dinner experience. Breakfast and lunch is served in their coffee shop. The hotel has a total of 100 rooms, so if we

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# LIFE MEMBERSHIP AVAILABLE

The life membership 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 2007 and beyond.



**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)

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

- A: T-SHIRTS XL-XXL Navy \$7.00 ea.
- B: T SHIRTS XL-XXL Red or White \$5.00 ea.
- C: HATS White \$8.99 ea.
- C: HATS Navy \$5.00 ea.
- C: COGSWELL PATCHES \$3.00 ea.
- C: COFFEE MUGS \$8.00 ea.
- Not pictured—2007 Branson Cogswell reunion photo book \$25.00 ea.

Order form: (Please print)

Item:	Size	Color	Price
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
Merchandise total			\$ _____
Shipping in the U.S.			\$ 5.00
Total			\$ _____



Make check or money order payable to: **USS COGSWELL DD-651 ASSOCIATION**  
 Mail order form along with payment to:  
**ORVIL WILLIAMS**  
 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](mailto:uss-cogswell@cox.net)

## President's Message Branson In Review

By Frank Wille (63-65)

Here it is almost 3 months later and I'm still pumped up about the reunion in Branson!

A nice location, good accommodations, good turnout, lots of activities, and topped by the greatest sea story I've ever heard - and it was true. If you were there, you know what I mean; if you missed it, you will have to take our word for it - a great reunion.

Branson was very friendly to all veterans and we noticed it. There were several other reunions happening at the same time and all seemed to enjoy the city. They have a great Veteran's museum which I totally enjoyed. Lyna & I attended one of the many shows in town and before the performance, the announcer had members of each branch of the service stand while that service's theme song played. I proudly stood during Anchors Away. All over town, they just made you feel welcome. We received many free passes for various shows and gift cards from merchants so our raffle was extensive.

The Clarion hotel did a nice job for us. The hospitality room was spacious and open the entire time. It was near the bar where our keg was kept so we didn't

have to hire a keg attendant, just go to the bar and say "I'm with the Cogswell". The food was good and all of our needs were accommodated. George did a great job working with them and they held up their end of the bargain. (Some of you heard that the hotel had double booked our room for Saturday night. When the manager asked George if



**Lyna & Frank Wille**

*(Continued on page 5)*

# USS COGSWELL ASSOCIATION

## DATABASE STATISTICS as of 08/01/07

*Our database contains 3285 names total. Changes since 02/01/07 below*

- Active = 271— down 37 ( paid dues are current)
- Inactive = 74 - down 11 (have not paid dues for more than two years)
- New = 10— up 9 (database cleaned up) (New members found who were mailed a membership form, waiting for return.)
- Reactivating = 6 Need to be contacted (Inactive members who are reactivating their membership)
- No Interest = 399 — Up 29 (members who have indicated they have no interest in the Cogswell Association)
- Not Able = 13 - No change (members who are unable to participate for various reasons)
- Deceased = 259—up 9 (known deceased shipmates)
- Not Located = 2252—down 5 (continues to be the largest number in database - we still need help locating.)

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

Last Name	First	City	State	Years Aboard	Rank
EBERLEIN	RUSSEL J.	PORTAGE	WI	45-46	PO3
STEALEY	THOMAS A. Jr.	MAGALIA	CA	44	SN
WOODWARD	WILLIAM B.	SAN DIEGO	CA	68	SM3

### Known Deceased since August February 2007

Last Name	First	City	State	Years Aboard	Rank
BARTELL	ERNEST G.	ROME	NY	43 (PO)	MM2
BUTTGEREIT	ROBERT M.	CARLE PLACE	NY	51-53	FN
DOBBIN	VIRGIL C.	MENOMINEE	MI	52-54	MMFN
HAZARD	ADRIAN W.	SAN FRANCISCO	CA	43-44 (PO)	QM2
JUBERT	CLAYTON E.	GREEN BAY	WI	50-53	SH3
KING	JOHN B.	IRWIN	PA	53-54	FN
MASON	JAMES T.	GLADYS	VA	53-56	MM3
SPARGO	THOMAS G.	EDINA	MN	44-46	RM3
TALLENT	JERRY E.	KINGMAN	AZ	65-66	ET1

PO = Plankowner



# THE NEW DON MILLER SHIPMATE LOCATOR PROGRAM

By George Overman RM (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 estimated that Don located over 500 crewmembers during his "searching days."

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

The current Director of The Don Miller Shipmate Locator Program is Alice Lincoln. Along with her mother Cheryl Williams, they have found well over 100 of our missing crewmembers. They con-

tinue to work hard on this program by trying to find more of our missing shipmates.

As you can probably imagine, this activity takes a lot of searching, telephoning, mailing membership forms, and following up to remind our newly located shipmates to send back the membership form, which activates their membership.

With each newsletter I ask for assistance to help Alice and Cheryl in an effort to expedite the location of our former shipmates. I know some of you, while at the Branson reunion, may have volunteered to help with activity. I would appreciate it if those who volunteered to help please give Alice or Cheryl a call. Even for those who did not speak up at the reunion, we need all the help we can get to do the searching and make the calls to locate our missing

shipmates.

Try to remember the first time you came to a Cogswell reunion and met up with someone who you served with 40, 50 or even 60 years ago.

Then, try to tell me that you are sorry someone located you!

Please, give us a hand in locating our former shipmates. ***You will be surprised what a good feeling you will have when the person on the other end says, "yes I was a Cogswell crewmember," and then agrees to sign up with the Association.***

**Don & Arlene Miller**



*(Continued from page 3)*

we would move out for a wedding, George said "hell, no; read the contract". No problem, the wedding was in the restaurant and we stayed in our room.)

A great attendance - 111 people for dinner on Saturday with a total of 121 people overall in attendance. At least 5 first time attendees at our reunions which is always great to see. These were Las Vegas type numbers. Everyone had the chance to mingle and meet former shipmates and renew friendships.

Finally, our newest member, Tom Stealey, added a presence to this reunion that, in my mind, can never be topped. Tom was a FN aboard USS Hull (DD 350) during WWII when it sank Dec 45 during Typhoon Cobra (nicknamed Halsey's Typhoon by many). He was in the storm tossed ocean for 3 days and was finally picked up by Cogswell just as he and the ship were giving up hope. The typhoon is the subject of a new book called Halsey's Typhoon and I urge everyone to read it. Tom's rescue by Cogswell is mentioned briefly in this gripping narrative. Tom had been looking for Cogswell crewmen recently so that he could thank them for his rescue. Once we made contact, there was no doubt that we wanted him at the reunion and as a life member of our organization. Tom mingled with us every day but asked that we "wait to hear the story". When he told it at Saturday's dinner, there was not another sound to be heard. We all knew that we had just heard a story of survival like no other. I won't try to recount the story because there were too many poignant moments. All I can say is: "if you didn't feel the hand of God in Tom's story, you missed something". I think of his story often and continue to be moved by the events he described.

The reunion concluded with money in the treasury (special thanks to Fred Orlando who couldn't attend but sent a donation to the association which we used to defray some of Tom Stealey's expenses). Your executive committee works hard to control costs and make these reunions affordable for all members.

My thanks for your vote of confidence in the current executive committee. George, Orv, Pete, and I will continue to do our best to maintain your confidence. See you in Boise!

**THE FOLLOWING STORY WAS SHARED BY COGSWELL SHIPMATE THOMAS STEALEY, JR.**

Notes taken by Frank Wille

The following story was shared by new Cogswell shipmate Tom Stealey:

When you volunteer, you're either brave, or stupid, or both. Tom didn't learn, he did it twice.

Tom was a civilian contractor, working at the Pearl Harbor shipyard on Dec 7, 1941. After the first wave of Japanese planes, Tom was one of several volunteers who joined in to fight fires burning on two destroyers, berthed near the capsized USS Pennsylvania. After the second attack, a huge explosion ripped the destroyer, USS Shaw, in drydock. Firefighters asked for volunteers to swim the quarter mile to the Shaw carrying a line so that fire hoses could be brought aboard. Tom was a good swimmer and volunteered. He got the line aboard and helped pull hoses across, then stayed to fight the fires. He even checked many of the bodies of Shaw sailors to ensure that none were still alive.

Tom helped fight the fires in Pearl Harbor for 24 hours. His reward was to be thrown in the brig because he didn't have identification papers. It took a couple of hours before he was released. (If he had been in the Navy, he would probably have received several medals for his heroism. As it was, his thanks was the knowledge that he had helped quell the fire.)

The attack on Pearl Harbor stirred patriotic juices in Tom so he tried to enlist in the Navy. Officials in Hawaii denied his application "because you have to enlist from your home state", in his case California. So, Tom headed home to California, got married and had a son. He finally was able to join the Navy in June 1944. After boot camp in Idaho, he joined the Pacific fleet aboard USS Hull (DD 350). In mid-December 1944, the Third Fleet, under the command of Admiral "Bull" Halsey, got underway to protect General McArthur's invasion of the Philippines. Halsey was aboard USS New Jersey (BB 62) with 90 plus ships under his command sailing several hundred miles east of the island of Luzon.

Unknown to FN Tom Stealey, or anyone else aboard the Hull, the fleet was sailing on an intercept course with Typhoon Cobra (known thereafter as "Halsey's Typhoon"). The destroyers needed fuel and attempted to refuel but heavy seas thwarted this effort. Because of poor meteorology capabilities, the fleet continued to sail with the typhoon overtaking it. 3 destroyers, including USS Hull, perished due to the typhoon. Just after noon on Dec 18, the Hull rolled 90 degrees to starboard, and stayed there.

Just before the Hull capsized, an engineering chief had asked for volunteers to crawl down the shaft and try to get the aft boiler back on line. Tom was one of 3 volunteers who reached the boiler room just as the ship capsized. He opened the escape hatch and the 3 of them shot to the surface from the pressurized space. Analyzing the situation, Tom could see that those who jumped from the ship too near the deck were slammed against the ship. He and his fellow volunteer ran down the stack, now parallel to the water, and jumped as far as possible.



Photo # NH 67697 USS Hull moored in harbor, circa 1935-1937

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Treasurer's Report  
 Submitted by Orv Williams  
 USS COGSWELL DD-651 ASSOCIATION  
 April 30, 2007 to July 31, 2007

April 30, 2007	CASH ON HAND OR IN BANKS	\$16,249.53
	DEPOSITS	
June 07		\$4,497.00
March 07		\$405.00
April 07		\$365.00
	TOTAL DEPOSITS	\$5,267.00
-----		
	DEBITS	
POSTAGE		\$56.75
REUNION EXPENSES		\$5,596.33
NEWSLETTER		\$200.00
	TOTAL EXPENSES	\$5,853.08
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TOTAL DEPOSITS + CASH ON HAND		\$21,516.53
MINUS EXPENSES		\$5,853.08
TOTAL		\$15,663.45
CASH ON HAND ( BANK STATEMENT 7/31/07)		\$15,663.45

## BRANSON REUNION PHOTO BOOKS

By George Overman

The Branson reunion cruise/photo books are in process but could not be finished by newsletter mailing time. As soon as I get it put together and printed they will be in the mail. I appreciate all the photos I received from the different members who were at the reunion.

The cruise/photo book should be larger this time as we have numerous pictures to place in the file. However, there are some limitations due to overall cost of printing. So, if the pictures you submitted do not all make it into the book, that is the reason. I will try to get at least one or two of each of the individual donor's pictures in the book.

Yes Mr. Shortell, I received your request for the book!



## COGSWELL DD-651 ASSOCIATION WEBSITE

Some of you may have noticed that we've taken down our bulletin board on the Cogswell website. The board was being attacked by hackers and there were several profane messages posted. We've had some problems with the website overall and your committee has agreed that it may be time to put up our own website. The current website is hosted by Tin Can Sailors who have been very good working with us to solve the issues. However, having someone else host a website prevents us from full access in some areas. We can still have TCS link to our new website.

Setting up our own web site will be time consuming in design and initial loading of material. The cost to host our own website is minimal if we pay on a yearly basis. I would like to know if any of our members have a contact who may be able to help in designing a new website? Of course, we are asking for a pro bono service. What is important is that we have full access and password protection we can place on specific content areas. Our thought is to require a password in some areas such as a bulletin board or other material. This password will only be available to ACTIVE members and will change annually or as required to protect the security of the system. Contact George Overman if you know someone who may have this expertise.

## COGSWELL DD-651 PHOTO AVAILABLE

Just received Tin Can Sailor newsletter. Our \$200 contribution was mentioned, with thanks.

Also, Cogswell is one of the photos now available. This would be worth mentioning in the newsletter, for nonmembers. It might spur some new members; if not, we could help them get a photo via the assn. I'm thinking of getting one of these even at \$75. There are photos available on E-bay but they don't seem as nice.

Nulli Secundus,  
Frank Wille

## SOCIAL SECURITY: Special Extra Earnings For Military

Submitted by Orlie G. Baird

I received the following message a while back, and belatedly went down to a social security office today to check it out. They were aware of it, but had to send the information in somewhere to check out its impact on me, so I'm waiting to see how it affects me. Herewith a copy of the e-mail that alerted me to the circumstances:

"Subject: Social Security -- Special extra Earnings for Military." Note that this is not just for retirees, but for anyone who has served. You qualify for a higher social security payment because of your military service, for active duty and any time from 1940 through 2001 (the program was done away with in January 2002). Up to \$1,200 per year of earnings credit (see below website for more detail) credited at time of application - which can make a substantial difference in social security monthly payments upon your retirement. You must bring your DD-214 to Social Security Office—and you must ask for this benefit to receive it!

Social Security Website: <http://www.ssa.gov/retire2/military.htm>

## REMEMBERING HALSEY'S TYPHOON

Submitted by Tom Spargo

I remember Halsey's Typhoon very well. I didn't help in rescuing Thomas Stealey but I do remember him being picked up. During the Typhoon I was a member of the Torpedo Gang and was standing watch on the fantail Depth Charge Racks. The word came over the sound powered phones that a man had fallen over from a Destroyer ahead of us in the screen; so we were asked to throw over a Dye Marker. Since I had only been aboard a couple of months, they sent a Rated Torpedoman to assist me. He in fact got our dye can and threw it over the fantail into our wake. The rain was so thick that we couldn't see but 15 yards aft plus churning sea along with our wake we couldn't see the dye. Right after that a wave came over the twenty milimeter gun shield that we were behind and drenched us; so the Torpedoman suggested that we retire to the deck along side #4 Five Inch mount for safety. Just after that a bigger wave came and washed way over the 20 Milimeter guns; if we wouldn't have been washed over board we certainly been thrown against the guns or the depth charge racks. I can't imagine what those survivors went through but it had to be a hell.



## **ROUGH SEAS**

Submitted by Carl Scherr

In response to your e mail about rough seas. I recall in the fall 1953 we were in Japan and the ship was assigned to Task Force 77 from 23 Sept. to 2 Oct. and again from 28 Oct. to 12 Dec. In between we were with Task Force 95, also we went back to Sasebo. During an operation with Task Force 77( I believe it was the letter Oct. to Dec. ). WE were on "plane guarding" while some carrier was launching aircraft. We were running at high speed, I was in the sound shack behind the bridge with the door closed. I felt the ship lunge forward and down,once,twice ,three times. I opened the door and all I could see was sea water,it was over the bridge. The Captain ( Cmdr. Emmett P. Bonner ) ordered the ship to reduce speed, the bow then came into view. I remember many of the Chief's running out of their quarters as white as a sheet. I later heard that there was some minor damage forward to the bulkheads and to some stanchions. That was one time we should have gotten submarine pay.

## **REENLISTMENT CONSPIRACY**

Submitted by George Overman

I have been wanting to write this story for some time, but thought that I might be violating a secret, or at least uncovering an onboard, highly controversial conspiracy. I figure that my top secret clearance is not valid anymore so I can tell the story.

The conspiracy involved our XO, LCDR Paul Byrd, Jay Ranney RMC, and William (Bill) T. Loyd RM1. As best I can remember it was October of 1966 and I was nearing the end of my first enlistment. I thought about getting out of the navy, but Bill was trying to talk me into reenlisting. I was not too keen on the idea as I really wanted to go back to NE and shovel cow poop for a living. Although Jay was not actively involved in the discussion, I knew he had to be part of it because he was always involved in these kinds of "covert" things. Before long, the XO was up in the radio shack speaking to me about an "opportunity". He asked me what it would take for me to reenlist. Being a naïve country boy and a smart ass, I told him I wanted attaché' duty in Stockholm, Sweden. He didn't even grimace. As stoically as possible, knowingly laughing under his breath, he walked out of the radio shack. I can imagine him laughing all the way back to officers quarters.

A few days later the XO came back and said he was not successful in getting the attaché duty for me and wanted to know if there was anything else that would keep me in the navy. I told him to try RM "B" school. He walked out of the shack and came back a few days later and told me it was a done deal. Damn! He was just too good and I could not go back on the deal.

I wonder now if the XO (an active member) is willing to own up to the conspiracy. I don't think I have every asked Jay or Bill about this. I'm sure they will lie about it anyway for fear of violating the XO's trust. I should have gotten out after all because after RM "B" school, I ended up at NAVCOMMSTA Cam Rahn Bay, Vietnam for one year.

## **LITTLE RED RIDING HOOD**

Submitted by Tom Lamson

Shipmates...After extensive research it has now become apparent that Little Red Riding Hood & her Mother were either Rm's or Cyn's. I'm not exactly sure where this may have come from...Rm "A" School, NAS Glynco, Ga. or "The Fleet".

Little Red Riding Hood sat in her chair and asked her Mother, "Mommy, INT QTR" ? Her Mother responded, "QTR 1300Z". Little Red Riding Hood replied, "Oh, I guess I'll go to Grandma's house". "INT QRU, to take to Grandma's with me" ? Her Mother responded, "QRU to take to Grandma's house". Then Little Red Riding Hood's Mother said, "If anyone gives you any QRN along the way, QRZ Mommy and I'll ZAG their neck, ZTL their arm and beat them about the head and body with it".

With those words of advice in her head, Little Red Riding Hood set out on her journey to Grandma's house. However, before leaving her Mother added, "QTN home by 1500Z". Little Red Riding Hood knew she should go by land to Grandma's instead of using her new boat. The weatherman on the radio had said, "QUK-9". Un-fortunately, Little Red Riding Hood's car was broke-down, so she had to ZAI all the way.

About halfway there, Little Red Riding Hood met the Big Bad Wolf (aka "Bad BoB" Heili). He started giving her a bunch of QRN and QRM. Little Red Riding Hood told him that he better QGM or she would QUG on his head. The Big Bad Wolf said, "ZUH". Little Red Riding Hood nicely asked him again and told him, "ZAR-2". Still insisting on being the Big Bad Wolf, he tried making a ZBY at her. Little Red Riding Hood told him, "I have ZIP bigger wolves than you on their ear and you don't scare me one bit" ! With that being said, Little Red Riding Hood made it quite clear that she would QAK between her fist and the Big Bad Wolf's mouth. She then said, "INT ZEC" and ZNG the Big Bad Wolf.

Next... Little Red Riding Hood plastered the Big Bad Wolf on the head with her purse and exclaimed, "QRN, buddy" ! The Big Bad Wolf ran away and everyone lived happily ever after... (except the Big Bad Wolf who was thrown in the Brig for ZAA).

(Continued from page 1)

have a large turnout, we may take up most of the hotel. The rooms are equipped with a mini bar (refrigerator), which the hotel will empty if the occupants want to use it for personal items. The rooms are well equipped with other amenities as well. More details to follow.

There are only four handicapped rooms so if anyone needs a handicapped room, the reservations should be made as soon as possible. We encourage everyone to stay at the hotel instead of trying to find a “cheaper” hotel in the area. Our hospitality room cost, free for now, is based on meeting our guaranteed room count. We have been assigned a nice room for our hospitality room, but again we must meet the room guarantee. The room rates are \$79 for a single and \$89 for a double (plus tax).

Complete details on the hotel, tours, meals, etc., will be forthcoming in the February edition of the newsletter. Your local yokels, err, Boise area residents will be helping set up the tours and other activities in the Boise area. We are thinking of a Friday bus charter that will take us to three or four sites in one day. Time permitting. For now, simply make your reservations by calling the hotel and telling them you are with the Cogswell Association reunion. Reservations must be guaranteed with the first nights deposit. Reservations can be canceled with a 24 hours notice.



**The number to call: 1-800-233-4611**

## LOSING BOILERS

Submitted by James Hodges

After reading Halsey's Typhoon, or actually while reading, I started wondering what actually caused us to loose power after taking the big roll in 1959. The book described some ships having electrical problems or loosing power as a result of sea water going down the stacks or vents into the boiler or engine rooms. I guess I had always assumed that it was the severe degree of the roll but it probably was caused by water. I was just an SA and pretty green but I don't recall ever hearing an explanation. It might be interesting to hear from one of the BT's or MM's that was on watch in the hole when it happened. Especially since one of the men swept overboard was actually bailing out water when it happened. The descriptions of damage in Halsey's Typhoon really brought back memories. I bet the snipes down below have a different story than those, like me, who were in the sack.

## QUESTION OF THE DAY

What disease did cured ham actually have?

Last pennant flown aboard Cogswell. Donated to the Cogswell Association by Harry Hull—Great-grandson of Admiral Cogswell and Cogswell crewmember when decommissioned in 1969. The pennant was displayed at the Branson reunion and will be available for viewing at future reunions



# CREWMEMBER PROFILES

## WALTER THEODORE DZIEDZIC 1959-1962 OFFICER

Walt Dziedzic graduated from the US Naval Academy in 1959 and was ordered to COGSWELL in which he served as the CIC Officer and Operations Officer. After three years, he was reassigned to USS PERSISTENT (MSO-491) in 1962 as Executive Officer.

From 1964 - 1965 Walt attended the Defense Intelligence School in WashDC. Following the 9-month course, he reported to the Intelligence Division of CINCUSNAVEUR in London, Eng where he served as a Naval Analyst and Intelligence Briefer.

After 3 years of shore duty, he assumed command of PERSISTENT in 1967 in Long Beach, CA. Persistent performed a myriad of tasks during two deployments to WestPac earning the Meritorious Unit Commendation; Walt was awarded the Bronze Star. Upon relief as CO in 1969, he reported as XO USS HIGBEE (DD-806) and made another WestPac deployment.

In 1971, Walt was transferred to OPNAV (OP-009) to serve as Head, Commonwealth Branch of the Foreign Disclosure Division. He remained there until 1974 when he was ordered as XO USS BELKNAP (CG-26). He remained until the ship was decommissioned after colliding with the USS J.F. KENNEDY in 1975. From 1975-1976, Walt performed temporary duty at 4th Naval District in Philadelphia assisting in preparations for the restoration of BELKNAP. Upon completion of duties, Walt reported to Yokosuka, Japan in 1976 to assume command of USS PARSONS (DDG-33) and made yet another deployment - this time to the mid-east and Australia.

Returning to the US in 1976, Walt attended the Naval War College in Newport, RI. Upon completion, he was assigned as Director, Naval Ocean Surveillance Information Center (1979-1981) thence to duties as Planning and



I was sent to the carrier with an empty bag and a list of supplies. I returned the next day w/everything + cumshaw complete.



Special Projects Coordinator In OPNAV (1981-1983)

Leaving OPNAV, Walt returned to Japan in 1983 to become Commander, Fleet Activities Yokosuka. After 3 years as Base Commander, he was assigned to Japanese Language School in Yokohama and, upon completion, reported in 1987 to the US Embassy in Tokyo as Chief, Mutual Defense Assistance Office.

Leaving the Embassy in 1990, Walt was made "an offer he couldn't refuse" and remained in Tokyo as an employee of Texas Instruments where he was Director, Defense Systems, Japan, Australia & New Zealand. In 1993, Walt & Rose (his bride of 45 years) returned to CONUS and retired in Tavares, FL.

Among Walt's personal awards are: Defense Superior Service Medal, Legion of Merit, Navy-Marine Corps Medal, Bronze Star and, from Japan, Order of the Sacred Treasure.



## GOODWIN (GOODY) WINDER KIMBALL 1959-1963 GMG

I want to say how much Doni and I enjoyed the Cogswell reunion in Branson MO. It is one of Doni's favorite places to vacation, and she got to visit some of her Kansas relatives before and after the reunion; so it was definitely a worthwhile trip even though she put 4,000 miles on her new car.

I must admit that when the announcement was made that the October 2008 reunion would be in Boise, I was more excited than Doni (Doni is always looking for an opportunity to travel out of town). I have lived in Boise all my life, with the exception of the four years (Nov 1959-October 1963) I was in the Navy. In fact, the day I was discharged, I couldn't get back to Boise fast enough!

I met Doni early in 1964, and we were married in November of that year. We have one daughter, who has given us two beautiful granddaughters and two handsome grandsons. Unfortunately, they do not live in Boise, but our two grandsons were here in June and July, so we got to spend some time with them.

My first job right out of the Navy was in retail sales. Shortly after Doni and I were married, I got a job in the meat business, and that is the business I remained in until retirement last year. I started out in a meat packing plant, worked in sales for a company out of Denver for about ten years covering the states of Idaho and Oregon with the last two years as area manager over the states of Idaho, Montana, Oregon, and Washington. In April of 1992, I went to work as a meat cutter for Albertson's and officially retired in April of 2006. I am still on their payroll, however, as I am currently working one day a week as a courtesy clerk. The pace is a lot slower, but Doni says it is a job that suits me well, as I love to take advantage of every opportunity to hug the ladies I know as I get ready to bag up their groceries! I also have six lawn jobs this summer so, even though I have retired, I am not letting any grass grow under my feet !!



I look forward to our 2008 reunion. For those of you who have never been to Boise, I think you will find it a truly beautiful city. We have the foothills (some of you may call them mountains) to the north and east of us, with the Bogus Basin ski resort just a short 16-mile drive from downtown Boise. The Boise River runs right through Boise and a portion of the 20-mile greenbelt runs right along the river. For those of you who will be driving to the reunion and have some spare time, you may want to consider driving to Idaho City which is about 35 miles from Boise. This is a very interesting old gold-mining town. Another well-known Idaho town – Sun Valley – may be another consideration for those wanting to spend some extra time in Idaho, or you may even want to travel to or from Boise by way of Jackpot, Nevada, and try your luck at 21 or one of the many one-armed bandits. October usually brings some very nice weather, so we hope this will be the case next year.

So we hope to see you in October 2008 in Boise, Idaho, home of the now famous Boise State Broncos, winner of the 2007 Fiesta Bowl.

**LEONARD EUGENE SPIVEY**  
**1955-1958 DK**

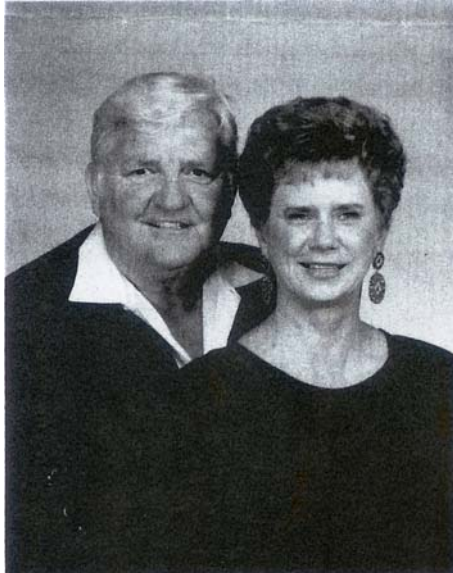
Born: June 12th 1937 in Waco, Texas  
Parents: Ivers P. & Rose Ella Spivey--Deceased  
Graduated: Waco High School 1955  
Entered Navy: June 1955 Until discharged in 1958

Basic Training USNTC-San Diego Ca.  
School: USNTC-Class A DK-SK

First and only permanent duty station-USS Cogswell DD651

Married in Dec of 1964 to LaTrelle Morriss  
No Children

Entered the University of Texas in 1958  
Went to work for the USPS Service in 1966 until retiring in January of 1999. Remained at home for a year, and then went to work at the Texas Department of Public Safety. I have put in four years as of Sept. 8. Plan to work another year giving me 5 years total.



Enjoyed my tour of Duty aboard the USS Cogswell DD-651.  
Very excited about my cruises across the pond of waters.  
Just celebrated my 70th birthday with 45 of my close friends. I hope to make it a few more years.

Sincerely:  
Leonard Eugene Spivey,  
Retired DK3 from the Navy

**ROUGH SEAS**

Submitted by Leonard Spivey

Thank you for the information and the pictures. It brought back many memories of ship board duty on the Cogswell. Our captain was very professional in bringing our ship through troubled waters. His name was F.C. Wyse and I enjoyed my time aboard ship with him. Your pictures of the times at sea are indicative of what men at sea are faced with.

Yours Truly Leonard Spivey (DK3 retired)

## **An Interesting Experience**

By David Kelly - QM 43-45 Plankowner

I don't know if this was the most interesting incident I experienced on the Cogswell, but it was certainly the scariest, and yet nothing came of it.

The only ones who experienced this incident were a couple of sound men, a couple of lookouts, a couple of signalmen, myself on quartermaster duty and Allen Sheppard, the O D.

Two of our cruisers had been torpedoed at the Battle of the Philippines in Leyte Gulf. When the Japanese Fleet broke off the engagement and headed for Japan, a converted carrier and several of us destroyers were assigned to escort the two damaged cruisers back to safety for repairs.

When the Japs discovered our little group off by itself, they sent their carrier planes to finish off our little group. The damaged cruisers could only make 4 knots until two navy tugboats came out and took them in tow. Then we could do 10 knots, which made us sitting ducks. We fended off their air attacks pretty well. They hit one of the damaged cruisers with another torpedo but that was all. One of our crew was grazed on his leg by a 50 caliber bullet from one of the tug boats.

The scary part came on the third night. We were standing the 4 to 8 am watch when we were notified by the admiral on the converted carrier that the Jap fleet had turned and were now heading toward us. He said they should catch up to us around dawn. Then he gave the order for the destroyers to do an about face when he gives the signal and try to infiltrate among the Jap ships under cover of darkness and raise hell with them. Al Sheppard made the remark, "They should issue a special ribbon for this one, a piece of nainsook with a brown stripe down the middle."

We were all wondering if we could pull it off, since we had radar and they didn't. We never did find out because as dawn approached, we heard Halsey's voice on the 20-mile-range radio assuring us we had nothing to worry about. It seems, our fleet saw the Jap fleet head for us and came up to finish them off, but the Japs saw Halsey coming and turned toward Japan again. What a relief that was!

*(Continued from page 6)*

Tom survived the sinking of the Hull but had to withstand the 70 foot swells from the typhoon that was still in the area. Others tried life rafts but they were tossed badly in the heavy swells. Tom found a 5 gallon tin can with a handle on it. This seemed like a good floatation device. On the first heavy wave, he shot to the top, then plunged down, finding only the handle in his hand. Floatation devices were more of a problem than an assist.

Eventually, Tom was in company with 12 other sailors. Some quit fighting for survival; 2 were attacked by sharks, and eventually there were only 3 of them remaining by dawn of Dec 21. Tom watched the other 2 give up and drown. By now, he was losing hope and even began drinking seawater, knowing full well that this accelerated death. He saw a ship on the horizon and tried to signal it but there was no obvious response. Suddenly, out of nowhere, he felt something hit him on the back of the head. He reached back and found a yellow stick (several Cogswell shipmates remember that he had a "stick" of some sort when he was spotted.). He began waving it and the Cogswell saw him and rescued him, nearly 3 full days after the Hull capsized. He asked for a nice steak but his lips were so swollen, he couldn't eat it. Cogswell transported him back to Ulithi where he reunited with 61 other survivors from the Hull (202 perished).

### **Notes by Frank Wille:**

Tom Stealey was the only survivor found by the Cogswell. A total of 93 sailors from the 3 destroyers were rescued by 7 destroyers; 793 men were lost - more casualties than at the Battle of Midway. While ADM Halsey was found to be guilty of errors of judgment, no disciplinary actions were taken.

The ordeal of Typhoon Cobra is the subject of a great book, published in 2007, "Halsey's Typhoon" by Bob Drury and Tom Clavin. It is recommended reading for everyone.

Tom Stealey had sought out crewmen from USS Cogswell so that he could say "thanks" to them. His appearance at our reunion was more thanks than anyone expected. He spent the entire time thanking shipmates and sharing Navy stories (he asked that we all wait to hear his story for the first time at the reunion dinner.) He will forevermore be a honored member of our association.

## SHARING WALT'S STORY HE PRESENTED AT THE BRANSON REUNION

### WALT DZIEDZIC

#### Vietnam 1968:

One LCDR Dziejdzic had just moored his minesweeper (MSO) to a pier in Danang with a mere 6" of water under the keel. As the sun was setting, we received a message stating that the NVA sappers had declared their intention to sink a US ship that night! Well, it wasn't gonna be MINE! I posted sentries with M-16s and concussion grenades, and gave them two orders only:

- (1) If you see bubbles looking like SCUBA bubbles, throw in a grenade; and
- (2) If you see anyBODY in the water, shoot them and we'll sort out who they were later.

Then, safe in the knowledge that I had good guys on watch, I proceeded to the club! Later, I returned to the ship and, as I crossed the brow, a sentry called to me, "Cap'n, cap'n, are those SCUBA bubbles?"

Now, Danang has a "gassy bottom" and there are always some bubbles rising, BUT, caught up in the moment, I said, "Gimmee a grenade" which he did; I then proceeded to DROP it alongside the skin of the ship rather than toss it clear. KA-FREAKIN'-BOOM!! I immediately thought I had holed the ship (MSOs are wooden hulled)! As personnel began coming on deck to see what the explosion was all about, I was organizing a "Chinese Fire Drill" : "Get below and look for a hole"... . . . "Start the bilge pumps". . . . "Find and stop the leak"

As training and organization began to take over from chaos, the Vietnamese from a ship moored on the other side of the pier started coming over to see what the crazy Americans were now doing. As they were looking down at the water, the fish that the grenade had killed began rising to the surface. Seeing the fish, the Vietnamese began stripping to the waist and diving into the water to retrieve many good future meals.

Suddenly, over my shoulder, I heard the unmistakable sound of a round being cycled into an M-16: One of my sentries had just remembered Order #2! I knocked his weapon up and began shouting, "Don't shoot" to both sentries.

Normalcy slowly returned to the area: The ship was not damaged, nobody was harmed and only my laundrymen and I know the extent of my panic! All I could envision were the newspaper headlines, "Navy officer sinks own ship, kills friendly forces; court martial to follow"!

To repeat someone's quote, "War is Hell"!

### DIRTY TRICKS

#### USS COGSWELL - 1959

Submitted by Walt Dziejdzic

It's Walt's first WestPac-er and, after weeks standing watches in CIC, the "Fleet Ensign" is finally assigned to the bridge as JOOD.

It's the midwatch and the OOD will go unnamed but his initials are John Chapman! I had just looked at the radar and reported a contact with CPA to John and asked him if we should inform the CO. John said, "Yes, but I'll show you how."

He went around the corner, cracked the door to the CO's sea cabin, looked in and returned to the pilot house. He then took the cap off the voice tube to the sea cabin and yelled, "Wake up, you son of a bitch, there's a g\*\*\*\*\* ship closing on us with a CPA of 120 degrees, 2000 yards"!

Needless to say, I was stunned and waited for the CO to come storming out onto the bridge and fire both of us. . . .nothing happened!

The contact came closer and, after I reported it to John, he again peeked into the sea cabin, came to the voice tube and yelled, "Hey, asshole, the ship is closing and CPA is now 100 degrees, 1500 yards"!

Once again, I was shell--shocked especially when nothing happened! I kept my silence as long as I could and then asked John if he were totally insane or just had a mild stroke.

He smiled and said, "Ensign, let me show you something. The CO is deaf in his left ear and you have to peek into the sea cabin to see which side he's sleeping on. If his good ear is up toward the voice tube, he will receive the report: if not, he can't hear a thing! I was just screwin' with you!"

Needless to say, I thought this was neat as hell and, I have to admit that later on, when I became an OOD, I messed with my JOOD, too!!

# OLD IRONSIDES

By VeeP Pete Daggett

The USS Constitution, Old Ironsides, as a combat vessel carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. However, let it be noted that according to her log:

"On July 22, 1798, the USS Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannonshot, 11,600 pounds of black powder and 79,400 gallons of rum."

Her mission: "To destroy and harass English shipping."

Making Jamaica on 6 October, 1798 she took on 826 pounds of flour and 68,300 gallons of rum. Then she headed for the Azores, arriving there 12 November, 1798. She provisioned with 550 pounds of beef, and 64,300 gallons of Portuguese wine. On 18 November, 1798 she set sail for England. In the ensuing days, she defeated five British men-of-war, and captured and scuttled 12 English merchantmen, salvaging only the rum aboard each.

By 26 January, 1799 her powder and shot were exhausted. Nevertheless, although unarmed, she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whisky distillery and transferred 40,000 gallons of a single malt Scotch aboard by dawn. Then, she headed home.

The USS Constitution arrived in Boston on 20 February, 1799 with no cannon shot, no food, no powder, no rum, no wine, no whisky and 38,600 gallons of stagnant water.

**You know that this is a genuine sea story because not a word of it is true... GO NAVY!**

We were at war with France not England, The entire cruise was in the West Indies... The only part of this that is true is "*On July 22, 1798, the USS Constitution sailed from Boston*" She was on her maiden voyage. From 1798 till August 25, 1800 the Constitution cruises in the West Indies, during the "Quasi-War" with France, protecting U.S. merchant shipping from French privateers. The CONSTITUTION is not engaged in battle with any warship, but captures/recaptures several privateers and victims of privateers.

You can read the entire ships log here <http://www.polkcounty.org/timonier/shiplogs/log01.html>

## E-COPY OF NEWSLETTER

By George Overman

If we have any members out there who would prefer to have an e-mail edition of the Cogswell newsletter please let me know. I can send out an Acrobat (PDF) file for those who do not necessarily need a hard copy. This will also help our costs by not having to print and mail.

This was an idea presented at the Branson reunion by Don Moog. I recently found out that our printing costs are going up so this makes even more sense now. Al Burns immediately figured out that we could buy more beer with the savings!

If you continue to prefer a hard copy for any reason what-so-ever, we will be more than happy to do the mailing. I will continue to mail the hard copies to "active" members until I get a notice from the member that an e-copy will work for them.







## A BIT OF HUMOR

*Submitted by Tom Lamson:*

### **The Master Chief**

The Master Chief noticed a new Seaman one day and barked at him to come into his office. "What is your name?" was the first thing the Master Chief asked the new guy. "John," the new guy replied. The Master Chief scowled, "Look, I don't know what kind of bleeding-heart, liberal pansy stuff they're teaching Sailors in Boot camp today, but I don't call anyone by their first name. It breeds familiarity and that leads to a breakdown in authority. I refer to my Sailors by their last name only - Smith, Jones, Baker - that's all. I am to be referred to only as 'Master Chief.' Do I make myself clear?" "Yes, Master Chief!" "Good! Now that we got that straight, what is your last name?" The new guy sighed and said, "Darling. My name is John Darling, Master Chief!" "Okay, John, the next thing I want to tell you is..."

### **Navy Parrot**

The old Navy chief finally retired and got that chicken ranch he always wanted. He took with him his life-long pet parrot. The first morning at 0430, the parrot squawked loudly and said, "Reveille, Reveille. Up all hands, Heave out, trice up! The smoking lamp is lit, now Reveille! The old chief told the parrot, We are no longer in the Navy. Go back to sleep. The next morning, the parrot did the same thing. Chief told the parrot, "If you keep this up, I'll put your &\*&# out in the chicken pen." Again the parrot did it, and true to his word, the Chief put the parrot in the chicken pen. About 0630 the next morning, the Chief was awakened by one heck of a ruckus in the chicken pen. He went out to see what was the matter. The parrot had about 40 white chickens at attention -- in formation. On the ground lay three bruised and beaten brown chickens. The parrot was saying, "By God, when I say fall out in dress whites, I don't mean khakis!"

*Submitted by VeeP Pete Daggett*

### **OOD Board...**

An Ensign was sitting his first qualification board for Officer of the Deck at sea. After several hours of watching the young officer answer difficult questions from the members of the board, the ship's Captain decided to finish off the board by placing the Ensign in a completely hypothetical emergency situation. "What would you do if a sudden storm sprang up on the starboard side?" he asked. "Throw out an anchor, Sir," the Ensign replied. "And what would you do if another storm sprang up aft?" "I'd throw out another anchor, Captain." "And if another terrific storm sprang up forward, what would you do then?" asked the Captain. "Throw out another anchor, Sir," the Ensign said. "Hold on," said the Captain. "Where are you getting all those anchors from?" The Ensign smiled. "From the same place you're getting all those storms, Sir."

### **Lord Nelson...**

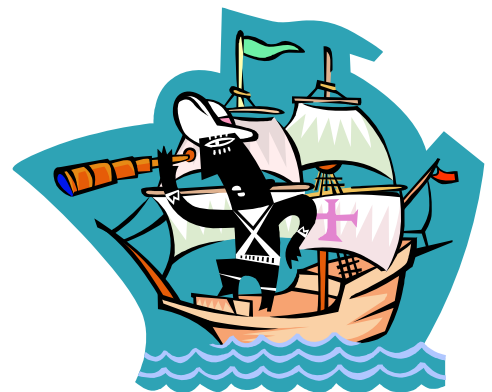
Standing on the deck of HMS Victory, Lord Nelson glanced up at a lookout high in the rigging and called, "Keep a keen eye out for Spanish sail, my lad. For today, I feel like a fight." Soon, the lookout cried, "Sail ho, off the starboard bow!" Nelson pointed his spyglass in the direction indicated, and - sure enough - there were two Spanish frigates off the starboard bow. Realizing that his ship was in for a tough fight, Lord Nelson turned to a young officer. "Ensign, fetch my red coat!" A few minutes later, the Ensign returned with the coat. As he held it out for his Admiral to wear, he said, "Begging your pardon, My Lord, but why do you need your red coat?" Nelson smiled grimly. "There'll be much blood spilled today, Son. And some of it might well be mine. If it should happen that I am wounded, my red coat will hide the blood. Then, our own men will take heart from seeing their commander apparently untouched, and our enemies will fear my invincibility." The Ensign nodded, seeing at once the wisdom of the Admiral's reasoning. The battle was long and difficult, but Nelson eventually won the day. A few days later, a lookout shouted down, "Sail ho, off the port beam!" Nelson pointed his spyglass in the direction indicated, and found himself staring at the entire Spanish Armada. Hundreds of ships bearing down on his lone ship like angels of death. Anticipating his Admiral's next order, the young Ensign said, "Shall I fetch your red coat, Sir?" Nelson nodded. "Do that, Son. And while you're at it, fetch me my brown trousers!"

## THE OLD OUTFIT

Submitted by Luther Moorehead

"Written By a World War Two Sailor."

Come gather round me lads and I'll tell you a thing or two,  
about the way we ran the Navy in nineteen forty two.  
When wooden ships and iron men were barely out of sight,  
I am going to give you some facts just to set the record right.  
We wore the ole bell bottoms, with a flat hat on our head,  
and we always hit the sack at night. We never "went to bed."  
Our uniforms were worn ashore, and we were mighty proud.  
Never thought of wearing civvies, in fact they were not allowed.  
Now, when a ship puts out to sea. I'll tell you son, it hurts!  
When suddenly you notice that half the crew's wearing skirts.  
And it's hard for me to imagine, a female boatswains mate,  
stopping on the Quarter deck to make sure her stockings are straight.  
What happened to the KiYi brush, and the old salt-water bath?  
Holy stoning decks at night, cause you stirred old Bosn's wrath!  
We always had our gedunk stand and lots of pogeey bait.  
And it always took a hitch or two, just to make a rate.  
In your seabag all your skivvies, were neatly stopped and rolled.  
And the blankets on your sack had better have a three-inch fold.  
Your little ditty bag . . it is hard to believe just how much it held ,and you wouldn't go ashore with pants that hadn't been spiked and belled.  
We had scullery maids and succotash and good old S.O.S.  
And when you felt like topping off, you headed for the mess.  
Oh we had our belly robbers, but there weren't too many gripes.  
For the deck apes were never hungry and there were no starving snipes.  
Now, you never hear of Davey Jones, Shellbacks or Polliwogs,  
and you never splice the mainbrace to receive your daily grog.  
Now you never have to dog a watch or stand the main event.  
You even tie your lines today; back in my time they were bent.  
We were all two-fisted drinkers and no one thought you sinned,  
if you staggered back aboard your ship, three sheets to the wind.  
And with just a couple hours of sleep you regained your usual luster.  
Bright eyed and bushy tailed, you still made morning muster.  
Rocks and shoals have long since gone, and now it's U.C.M.J.  
Back then the old man handled everything if you should go astray.  
Now they steer the ships with dials, and I wouldn't be surprised,  
if some day they sailed the damned things from the beach,  
computerized.  
So when my earthly hitch is over, and the good Lord picks the best,  
I'll walk right up to Him and say, "Sir, I have but one request.  
Let me sail the seas of Heaven in a coat of Navy blue.  
Like I did so long ago on earth, way back in forty two."



# Tin Can Sailors Events

By George Overman

TCS has regular Bull Sessions, annual reunions, and Field Day sessions aboard historical vessels. 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”.

## National Reunion

September 2-6, 2007  
2008

Sheraton San Diego Hotel & Marina, San Diego, CA  
2008 Tin Can Sailors National Reunion, Pittsburgh, PA

## Bull Sessions:

September 16, 2007

Colorado Bull Session, Sheraton Denver Tech Center Hotel,  
Greenwood Village, CO

October 6, 2007

New England Bull Session, Holiday Inn, Taunton, MA

October 6, 2007

Tri-State Bull Session, Holiday Inn Pittsburgh Central, Pittsburgh, PA

November 3, 2007

Boca Raton Bull Session, Holiday Inn, Boca Raton, FL

November 3, 2007

Carolina's Bull Session, Kingston Plantation-A Hilton and Embassy  
Suites Resort, Myrtle Beach, SC

November 10, 2007

Mid-Atlantic Bull Session, Holiday Inn SunSpree Resort, Virginia  
Beach, VA

## Field Days:

August 23-26, 2007

USS THE SULLIVANS (DD-537) Buffalo, New York

## Ship Christenings:

## Other:

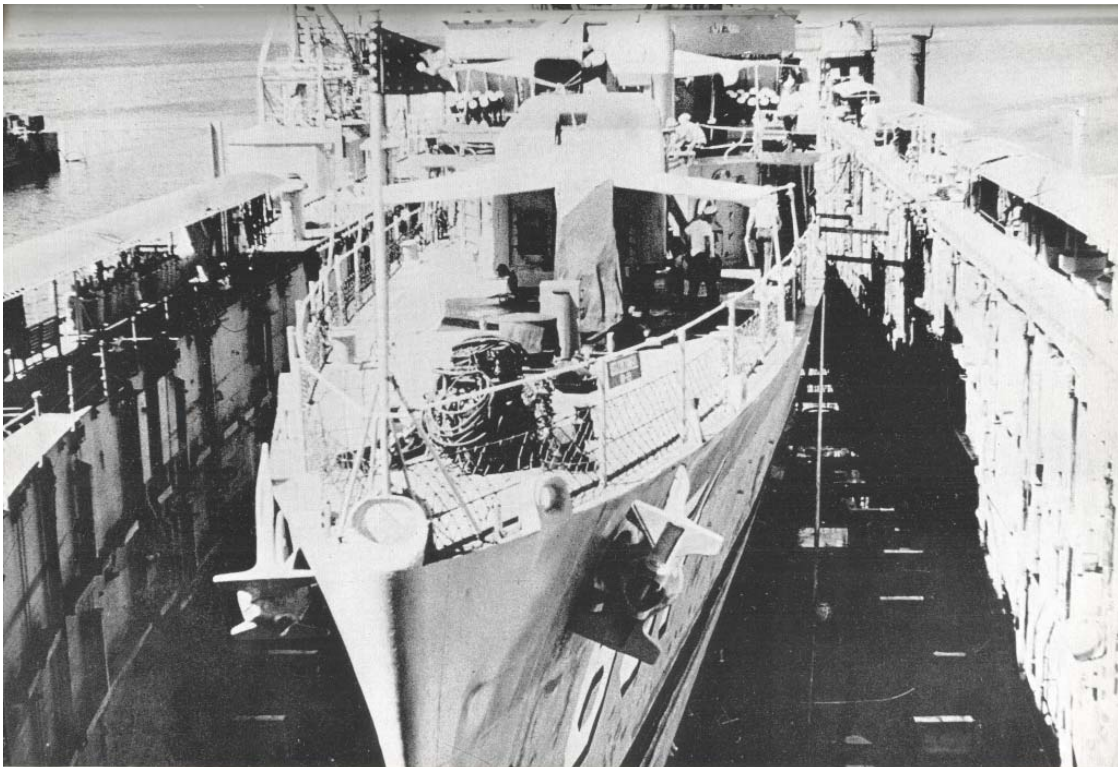
The Destroyer History Foundation is hosting a Destroyer Weekend on Thursday 11 October through Sunday 14 October at scenic Lake George, “Queen of American Lakes,” in New York’s Adirondack Mountains. The event, planned with World War II destroyermen in mind but open to all, will be hosted by the Destroyer History Foundation and based at the [Fort William Henry Resort and Conference Center](#). Many attractions, including excursion boats and restored Fort William Henry, scene of events depicted in the *Last of the Mohicans*, are within easy walking distance; others, such as the battlefields at Bennington, Saratoga and Ticonderoga and the birthplace of the American Navy at Whitehall, are within an easy drive. A steamboat excursion on the lake is planned.

A block of rooms is available at Fort William Henry on a first come-first served basis. Transportation from the Albany Airport is available. Hospitality rooms for individual ship groups may be arranged. Tin Can Sailors will be onsite to make a digital video record of shipmates’ reminiscences and the Destroyer History Foundation will offer to scan or photograph selected scrapbooks and artifacts as time is available. For information, contact the Destroyer History Foundation by e-mail at [destroyerweekend@domeisland.com](mailto:destroyerweekend@domeisland.com) or by regular mail at PO Box 1695, Bolton Landing, NY 12814-1695.

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



1960-61 USS Cogswell DD-651 in ?