

# 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 reunion details
- Reunion registration form
- Our special guest speaker  
Mrs. Mary Kittredge
- Humor
- New USS Cogswell website
- Tin Can Sailors events

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 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.

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).

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. All hotel unused hotel rooms not reserved by September 09 will be released to the general public to avoid additional fees for the Cogswell Association.

**The number to call: 1-800-233-4611  
Book Now!**

**See additional reunion information  
beginning on page 11.**



# USS COGSWELL DD-651 ASSOCIATION CONTACTS

**President:**

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**Director—Don Miller Shipmate Locator**

Alice Lincoln  
10512 South 36th Ave West  
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CrewmemberLocator@usscogswell.com

**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: [membership@usscogswell.com](mailto:membership@usscogswell.com)

## President's Message Broadside in Boise

By Frank Wille (63-65)

I'm excited about our next reunion, in Boise, Oct 9 - 11, 2008.

We all enjoyed the small town atmosphere of Branson and Boise will be more of the same. It's a large town but with small town congeniality (Orv would say: "it's no small potatoes"). Come join us and see how much you enjoy the hospitality.

We'll be training in Boise but not the training that you learned in the Navy. This will be a train ride on Saturday into the local mountains. A guaranteed adventure. Hope you have signed up for it. We will also have a tour package on Thursday comprising a visit to four different Boise locations.

For a most interesting banquet speaker, we've invited Mary Kittridge to share her recollections of minding the home front while her sailor was away. I know that you all will be excited to hear Mary's talk.

Speaking of speakers, Tom Stealey, an active member, is keeping in touch with the association. He informs us that there is a new book out about the typhoon: "Down to the Sea" by Bruce Henderson. Tom advises that: "you will like this better than the other one; of course there is plenty

about me". All of us were spellbound by Tom's story of his survival after the USS Hull sank.

Y o u r association remains strong, with good finances and a vibrant membership. We sure would like to get a few more shipmates into the association, not for their dues but to increase the sea stories shared at our reunions. If you know any former shipmates, please contact them. Or, help your association with the Don Miller Locator Program. We have the database, we just need people who will make calls to those we have not located or inactive shipmates.

See you in Boise.

Frank Wille (former communicator when our ship's call sign was "Broadside")



**Lyna & Frank Wille**

# USS COGSWELL ASSOCIATION DATABASE STATISTICS as of 02/01/08

*Our database contains 3292 names total. Changes since 08/01/07 below*

- Active = 273— up 2 ( paid dues are current)
- Inactive = 74 - down 15 (have not paid dues for more than two years)
- New = 9— down 1 (New members found who were mailed a membership form, waiting for return.)
- Reactivating = 5 Need to be contacted (Inactive members who are reactivating their membership)
- No Interest = 412 — Up 13 (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 = 266—up 7 (known deceased shipmates)
- Not Located = 2255—up 3 (continues to be the largest number in database - we still need help locating.)

## **New members August 01, 2007—February 01, 2008**

Last Name	First	City	State	Years Aboard	Rank
ATHANSON	JOHN	BLACKSBURG	VA	67-69	LT
LEWIS	DANIEL	FORTUNA	CA	Son of Steven Jay Lewis	
STRINGFIELD	MACK	MISSOURI CITY	TX	65-66	EMFN

## **Known Deceased since August February 2007**

Last Name	First	City	State	Years Aboard	Rank
ALBRIGHT	JOHN	MONTEVALIO	AL	60-61	ENS
ATWELL	ANDREW	KEY WEST	FL	43-45 (PO)	GM2
BURRIS	ROSS	SAN DIEGO	CA	63-65	PO1
FREIBURGER	JOHN	DUBUQUE	IA	44-46	WT2
JOHNSON	HOWARD	AUGUSTA	GA	43-45 (PO)	SC1
LEWIS	STEVEN			68-69	FN
RORABACK	JOHN	CANAAN	CT	43-46 (PO)	QM3

PO = Plankowner



# THE 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**



Subject: Salute the flag Policy  
Date: Sat, 11 Aug 2007 10:02:36 -0500  
Veterans, FYI  
Submitted by Gale Sessions

WASHINGTON, D.C. - U.S. Senator Jim Inhofe (R-Okla.) today praised the passage by unanimous consent of his bill (S.1877) clarifying U.S. law to **allow veterans and servicemen not in uniform to salute the flag**. Current law (US Code Title 4, Chapter 1) states that veterans and servicemen not in uniform should place their hand over their heart without clarifying whether they can or should salute the flag.

The salute is a form of honor and respect, representing pride in one's military service," Senator Inhofe said. "Veterans and service members continue representing the military services even when not in uniform. "Unfortunately, current U.S. law leaves confusion as to whether veterans and service members out of uniform can or should salute the flag. My legislation will clarify this regulation, allowing veterans and servicemen alike to salute the flag, whether they are in uniform or not. "I look forward to seeing those who have served saluting proudly at baseball games, parades, and formal events. I believe this is an appropriate way to honor and recognize the 25 million veterans in the United States who have served in the military and remain as role models to others citizens. Those who are currently serving or have served in the military have earned this right, and their recognition will be an inspiration to others."

**This Bill was passed July 25, 2007.**

Let your veteran friends know about the Passage of this Bill.



## Received from George Rogers

I received February 2007 issue of *The Scuttlebutt* and today that Mr. Thomas A. Stealey, Jr who was picked up by the Cogswell after the typhoon in the Mog Mog area (Ulithi). I think he was with a Kapok life jacket about 45 hours December 17, the Cogswell got away from Mog Mog. The Hull has capsized and there is a reported 10 survivors received. The Hull went down with sacks of mail with her. Maybe why someone did not receive a letter from your gal or family! The Cogswell picked up Stealey, F2/C from the USS Hull who was in the water for about 45 hours. On the 24th, we returned to Ulithi Mog Mog. Dec 25th we had mail call and I received mail & packages.

Dec 30th, we got underway and as part of task force 58 supported air strikes at Formosa. On 1-7-1945 the USS Mexico (Battleship) member of 7th fleet has been hit by Japanese Plane. Jan 16th rescued Ensign Hockman TBF pilot from the USS Ticonderoga and his crew Lavender Air Radioman 3/C with several shrapnel wounds & shell wounds in his chest and his condition is critical but our Doc Roberts from Iowa PM 1/C is doing his best to treat him due to heavy seas we are unable to transfer him to the Ticonderoga. Also Tomasko Air Machinist Mate 3/C with shrapnel in legs & little finger blown off. The pilot Hockman was not injured. His crew Lavender & Tomasko were returning from air strike and ran out of gas! Over enemy targets they encountered heavy anti fire.

The Cogswell DD-651, member task force 58 and ComDes 100, the plankowners can be proud. I was sorry to read of Ensign Robert Golder was in our radio gang (Plankowner) and John Fiore who was a "die hard Brooklyn Dodger fan!" Who can forget his meetings on Mog Mog with Chief Petty Officer Bob Fellow from the Alabama. Two cans of warm beer returned to nice and cold using Fiore co2 fire extinguisher! Wow! The Dodgers & Cleveland Indians!

13 of us who became plankowners of the USS Cogswell DD-651 can't forget this ship that rolled on wet grass and those 5-7 knots on convoy duty in the Atlantic, U boats had a field day. All plankowners remember Fernando Racine, New Bedford, MA who never went to cooking school but this plank owner out of boot camp, Newport, RI made "SOS" you went back for seconds!

I'm sure I've forgotten names, John Huber, Soundman I remember and since I put out the daily newspaper, football and baseball scores were important but all of us who served aboard the Cogswell remember 17 August 1943 in the Charleston Navy Yard in Boston, MA. She brought me back to Boston in 1946 where we all went our separate ways and was honorably discharged from the Fargo Bldg 10-24-1946. Recalled back to active duty on 10-4-1950 aboard the USS Goodrich DDR-831 and again honorably discharged at the Fargo Bldg on 9-18-1957. As Radioman 1/C, recommended for re-enlistment but decided not to. The USS Cogswell DD-651 wasn't the "stay at home type" that all who served aboard her know!! She did her thing until she was sold to the government of Turkey and said farewell to the United States Navy 1 October 1969. But she will never be forgotten by her plankowners including our 1st skipper, Commander H. T. Deutermann, USN. Our skipper visited New Bedford and Racine and I visited him. Now he and Racine have passed on but they were plankowners.

A 5x7 memorial wall plaque honoring the USS Cogswell is currently in production to be placed with her comrades who served in the Pacific under Admiral Nimitz. Those of you who visit the Admiral Nimitz Foundation, 328 East Main Street, Fredericksburg, TX 78624. The foundation headed by Rear Admiral Charles D. Grojean, USN (Ret) as executive director and the National Museum of the Pacific War. Mrs. Marty Kaderli, membership secretary, will welcome any contributions.



### Old Goats Submitted by Walt Dziedzic

A group of North Americans were traveling by tour bus through Holland. As they stopped at a cheese farm, a young guide led them through the process of cheese making, explaining that goat's milk was used. She showed the group a lively hillside where many goats were grazing. "These" she explained "are the older goats put out to pasture when they no longer produce."

She then asked, "What do you do in America with your old goats?"

A spry old gentleman answered, "They send us on bus tours!"

***We don't understand why Rose puts up with such and old goat!***

Treasurer's Report  
 Submitted by Orv Williams  
 USS COGSWELL DD-651 ASSOCIATION  
 July 31, 2007 to January 31, 2008

July 31, 2007	CASH ON HAND OR IN BANKS	\$15,663.45
	DEPOSITS	
August 07		\$ 504.00
September 07		\$ 146.00
October 07		\$ 80.00
November 07		\$ 90.00
December 07		\$ 41.00
January 08		\$1510.00
	TOTAL DEPOSITS	\$2,371.00
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	DEBITS	
POSTAGE		\$ 32.81
REUNION EXPENSES & NEWSLETTER EXPENSES		\$1769.80
RETURN CHECK FEE		\$ 25.00
	TOTAL EXPENSES	\$1827.61
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	TOTAL DEPOSITS + CASH ON HAND	\$18034.45
	MINUS EXPENSES	\$ 1827.61
	<b>TOTAL</b>	<b>\$16,206.84</b>
	<b>CASH ON HAND (Bank statement 1/31/08)</b>	<b>\$16,206.84</b>

Officers Status Board From Cogswell  
 Received from Stephen F. Argubright, Jr.  
 Officer 1964-67





# Asahi Newspaper, Japan, August 21 1945:

By George Overman

The following article was transcribed from an old newspaper found by a friend of ours in Japan. It seems to contain "after the fact" information about the operation.

## Headline

Adm. Nimitz's headquarters announce US Fleet Task Force plans military operations around Japan islands

Lisbon, Aug 17 1945.

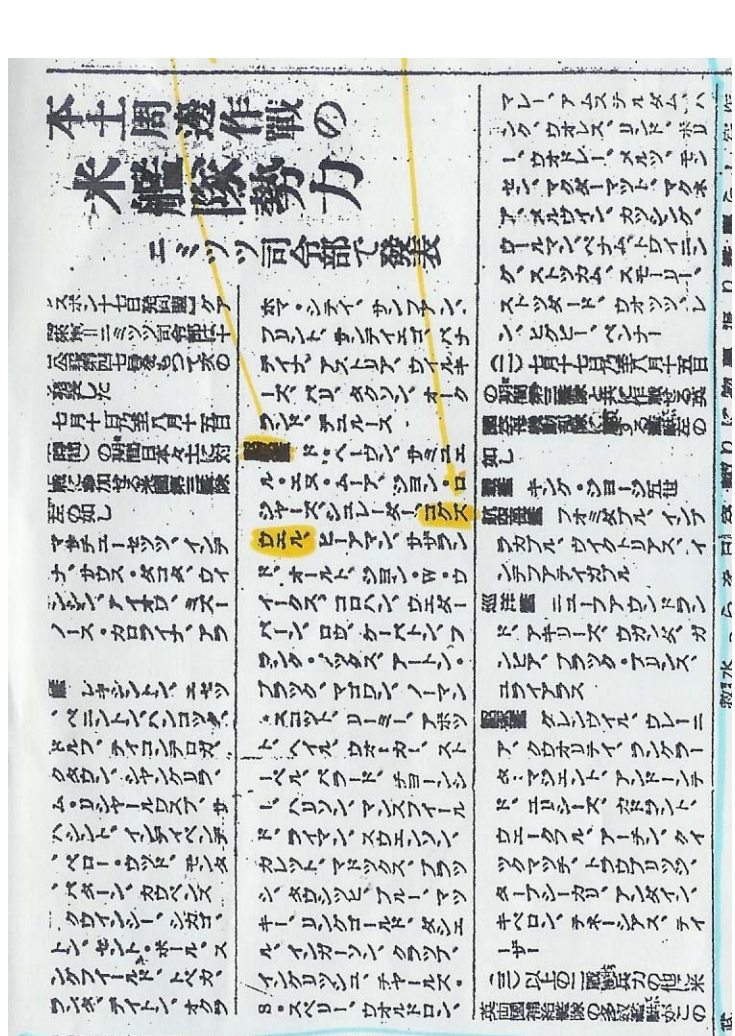
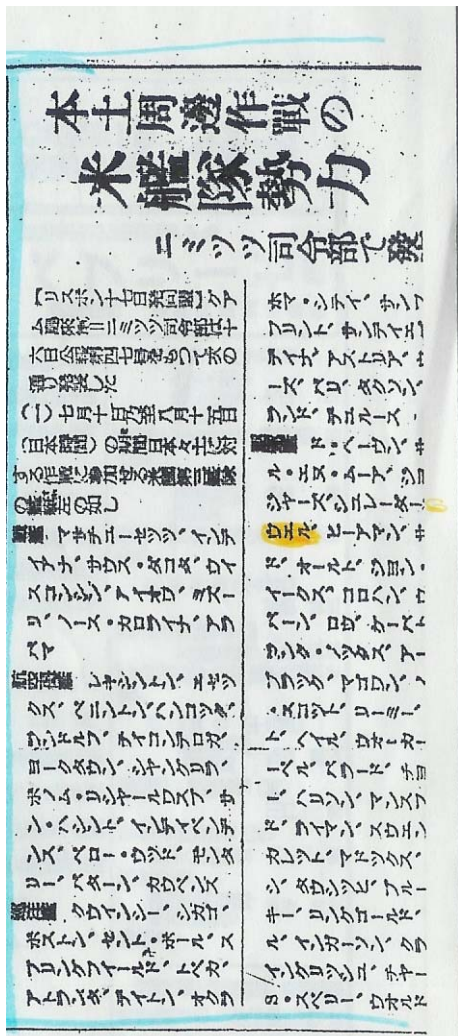
Official bulletin no. 47 announced operations to be conducted from July 10 through August 15. US Third Fleet will join the joint task force. Ships in the operations are:

Battleships: Massachusetts, Indiana, South Dakota, Wisconsin, Iowa, Missouri, North Carolina, Alabama

Aircraft carriers: Lexington, Essex, Bennington, Hancock, Randolph, Ticonderoga, Yorktown, Shangri-La, Bonhomme Richard, Wasp, Sunhashinto, Independence, Belluwood, Monterey, Batan, Cowpens

Cruisers: Quincy, Chicago, Boston, St Paul, Springfield, Topeka, Atlanta, Dayton, Oklahoma city, San Juan, Flint, San Diego, Pasadena, Astoria, Wilkes-Barre, Tucson, Oakland, Duluth

Destroyers: Dehaven, Sam N. Moore, John Rogers, Schraeder, **Cogswell**, Herman, Sutherland, Walt, John W. Weeks, Calahan, Witherburn, Lowe, Capertown, Frank Knox, Alton Black, Magowen, Norman Scott, Lee \_\_\_\_, Abbot, Hale, Walker, Stopell, Ballard, Cauncey, Harrison, Mansfield, Lymann, Swanson, Garrett, Maddox, Pratts, Tow \_\_\_\_, Blue, Muskie, Ringgold, Deshera, Ingersol, Knapp, English, Charles S. Sperry, Waldron, Murray, Amsterdam, Hank, Wallace, Lyndal, Borrie, Wardray, Merritt, Monson, McDermott, McNae, Milbeen, Cushing, Ulman, Pennon, Twinning, Stockholm, Smalley, Stoddard, Watt, Lynn, Higby, Benner.





# 1000 CARRIER PLANES 26 THIRD FLEET WARSHIP

I suppose this means that you are now in the third fleet

*Readers should read Tokyo raided by 1000 carrier planes in convoy of 26 Third Fleet warships*

VOL. 71—NO. 52—PART ONE

## TOKYO RAIDED BY IN CONVOY OF

### Halsey's Blow Takes Capital by Surprise

Navy Campaign Is Aimed at Knockout of Enemy Air Force

*Morning Post July 10, 1945*

GUAM, July 10 (Tuesday) (AP). The mighty Third Fleet carriers Adm. William F. (Bull) Halsey are hurling more than 1000 planes the crumbling aerial and ground defenses of Tokyo today. The gigantic blow achieved complete surprise, Adm. Nimitz announced in a precedent-shattering communique which named 26 of the ships and 19 of their commanding Admirals and was issued while the strike was in progress. Nimitz identified only four of the carriers—obviously only a fraction of the flat-tops required to launch 1000 planes—together with four battleships, four cruisers and 14 destroyers. With 1000 or more planes in the

#### WARSHIPS IDENTIFIED

Vice Adm. John S. McCain in command of the fast carrier force, the first to strike Tokyo since Fifth Fleet planes under Adm. Raymond A. Spruance, Vice Adm. Marc A. Mitscher scored what Nimitz called a "decisive victory" over the enemy on Feb. 16 and 17 and 28. Nimitz named these flag officers in command of "subordinate units" of the vast fleet:

Rear Adm. J. F. Shaforth, R. Adm. O. C. Badger, Rear Adm. E. Dentfeld, Rear Adm. J. C. Jor, Rear Adm. L. J. Wiltsie, Rear Adm. G. F. Bogan, Rear Adm. A. Radford and Rear Adm. T. Sprague. Several of them evidently command groups of carrier ships named as participating include:

Carriers—Lexington, Essex, Independence and San Jacinto.  
Battleships—Indiana, Massachusetts, South Dakota and Iowa.  
Cruisers—Chicago, San Juan, Springfield and Atlanta.

Destroyers—De Haven, Samu, S. Moore, John Rodgers, Schroeder, Cogswell, Heerman, Southern, Aull, John W. Weeks, Colman, Wedderburn, Rowe, Caperton and Frank Knox.

Nimitz's communique disclosed for the first time that Liberators, heavy bombers of the Army's tactical air force also are operating over the Japanese home islands, where yesterday they bombed Mura airfield on Kyushu, starting large fires. Thunderbolts of the same force shot down 10 Japanese training planes as they es-

#### PRIORITY TARGETS

Japan's dwindling air force and her airfield installations were priority targets for the Hellcat strafers and the Avenger and Helldiver bombers that ripped into the Tokyo area at dawn.

The main objective of the Third Fleet's return to a direct assault on the homeland was acknowledged to be destruction of Japanese airpower.

Since they lost more than 4000 planes in futile support of their Okinawa garrison, the Japanese have used their remaining air strength cautiously—and probably have pulled back most of their available planes into bases on Honshu and possibly as far north as Hokkaido, northernmost of the major home islands.

The Kanto plain area around Tokyo, however, is the site of Japan's greatest single concentration of airfields and aircraft installations.

Several dozen operational fields are spread over the plains area about 100 miles in breadth. Damage and destruction in this area, as well as the toll of planes knocked out, will achieve an important step toward the American goal—making the enemy air force as impotent as was Germany's Luftwaffe before the Normandy invasion.

### Deadly Planes More Than B-29s

GUAM, July 10 (Tuesday) (AP).—Third Fleet carrier planes striking Tokyo today admittedly can hit with a more deadly concentration of power on small, crucial targets than can land-based Iwo Jima Mustangs or even the Marianas-based, strategic-bombing Superfortresses.

Carrier planes can return time after time to search out concealed targets or parked, camouflaged aircraft, while Mustangs making a 1500-mile round trip can stay over the target only a short time.

Possibly because of this advantage, carrier planes hitting Tokyo last February shot 397 enemy planes from the air, destroyed 258 aground and damaged 225. They sank 19 ships including an escort carrier, and not one American ship was hit.

Aerial photographs made on the first Hellcat and Corsair fighter sweeps can be processed quickly aboard ship, too, thus spotting important targets for later carrier-plane sweeps the same day.

**COGSWELL DD-651 ASSOCIATION WEBSITE**  
**FULLY OPERATIONAL BY APRIL 01, 2008**  
**www.usscogswell.com**

Exciting news! Thanks to Dustin Manduffie we are nearing completion of our new Cogswell website. He is still putting the finishing touches on the site but it is up and ready to view. We will be adding a blog (chat room) in the future but it is not available at this time. Also, some of the information on our website will require a password to gain access. I am going to use the last name and service number of our **ACTIVE** members. So, if you can't get access after April 01, it's probably because I don't have your service number (just letters & numbers no dashes). Send me an e-mail with your service number if you can't get access after April 01. As long as your membership is active and I have your service number you will be granted access to the protected areas. We will be posting many more pictures, deck logs (first ones provided by Don Peirce), electronic copies of newsletters, and other items that our members have paid for through the membership dues.



The new website's address is: [www.usscogswell.com](http://www.usscogswell.com)

It is our own web site and not hosted by Tin Can Sailors. I am going to have TCS link to the new web site so any one going to the TCS site will still have a way to get to the new web site.

If you would like you can send Dustin an e-mail thanking him for all the work on the new site. I think you will agree it is a well done job! Dustin's e-mail address: [dmanduff@gmail.com](mailto:dmanduff@gmail.com)

Each of our committee members will also have new e-mail address linked through the Cogswell website. The new addresses are:

[President@usscogswell.com](mailto:President@usscogswell.com) (For the president—currently Frank Wille)  
[VPresident@usscogswell.com](mailto:VPresident@usscogswell.com) (For the VP—currently Pete Daggett)  
[Treasurer@usscogswell.com](mailto:Treasurer@usscogswell.com) (For the Treasurer—currently Orv Williams)  
[Secretary@usscogswell.com](mailto:Secretary@usscogswell.com) (For the Secretary—currently George Overman)  
[ReunionPlanner@usscogswell.com](mailto:ReunionPlanner@usscogswell.com) (For the Reunion Planner—currently George Overman)  
[Membership@usscogswell.com](mailto:Membership@usscogswell.com) (For general membership questions—currently George Overman)  
[CrewmemberLocator@usscogswell.com](mailto:CrewmemberLocator@usscogswell.com) (For the director of the Don Miller crewmember locator program—Alice Lincoln.)  
[GeneralInfo@usscogswell.com](mailto:GeneralInfo@usscogswell.com) (For general information questions—George Overman)

As committee members change all we will have to do is change the link instead of the personal address.

**Cannibals in the Navy...**  
Submitted by your VeeP Pete Daggett

Five cannibals were employed by the Navy as translators during one of the island campaigns of World War II. When the Commanding Admiral of the task force welcomed the cannibals he said, "You're all part of our team now. We will compensate you well for your services, and you can eat any of the rations that the Sailors are eating. So please do not indulge yourselves by eating a Sailor."

The cannibals promised.

Four weeks later, the Admiral returned and said, "You're all working hard, and I'm very satisfied with every one of you. However, one of our Chief Petty Officers has disappeared. Do any of you know what happened to him?" The cannibals all shook their heads. After the Admiral left, the leader of the cannibals turned to the others and said, "Which of you idiots ate the Chief?" A hand raised hesitantly, to which the leader of the cannibals replied, "You idiot! For four weeks we've been eating Ensigns, Lieutenants, Lieutenant Commanders, Commanders, and even one Captain, and no one noticed a thing. And then *YOU* had to go and eat a Chief!"





# Owyhee Plaza HOTEL

The Owyhee Plaza Hotel has been a downtown Boise landmark since 1910. Although renovated to reflect the luxury of today, great care has been taken to preserve its historic charm.



- ◆ Award-Winning Chef
- ◆ Two Excellent Restaurants
- ◆ Plaza Grill  
Breakfast/Lunch
- ◆ Gamekeeper  
Fine Dining
- ◆ Gamekeeper  
Lounge



- ◆ Spacious Rooms
- ◆ Complimentary Newspaper
- ◆ Hairdryers
- ◆ Irons/Ironing Boards
- ◆ In-Room Coffee
- ◆ Cable TV
- ◆ Mini Bars



- ◆ Just Two Blocks to Convention Center
- ◆ Complimentary Airport Shuttle
- ◆ Free Parking
- ◆ High-Speed Wireless
- ◆ Room Service
- ◆ Valet Service
- ◆ Outdoor Pool



- ◆ Meetings 10 - 300 People
- ◆ Conventions
- ◆ Corporate Events
- ◆ Hospitality Suite/  
Board Room



- ◆ Wedding Receptions
- ◆ Reunions
- ◆ Holiday Parties
- ◆ Off-Premise Catering

1109 Main Street Boise, Idaho 83702 ◆ (208) 343-4611 Toll Free (800) 233-4611  
www.owyheeplaza.com ◆ Email: sales@owyheeplaza.com





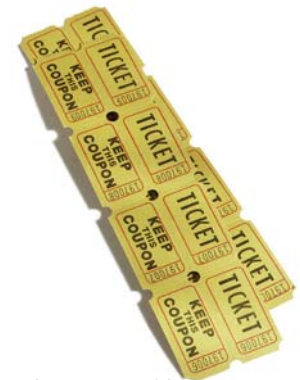
## Reunion Banquet Menu

Tender 8 oz. Choice Top Sirloin with 4 oz. Lemon Chicken Breast  
 Caesar Salad  
 Baked Potato.  
 Two Fresh Vegetables  
 Dessert  
 Beverage  
 \$32

## Raffle

Due to the time required for the business meeting, and the bus leaving for the train tour on Saturday morning, we will not have time for the raffle. Instead we will hold the raffle on Thursday evening along with our welcome reception. There will be plenty of time for folks to get tickets. We will begin putting together the list of gifts as received and this information will be posted on the "new" Cogswell web site. We hope the folks in Boise are generous with their donations. If your company wants to donate a gift, here are the general guidelines:

1. Suggested retail value =>\$25
2. New retail items unpackageged
3. New handcrafted items (quilts, needlepoint, woodworking, etc.)
4. Gift certificates
5. Attraction tickets
6. No hazardous items (chemicals, firearms, explosives)

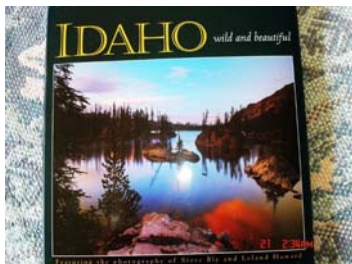


Cheryl Williams and Alice Lincoln have once again "volunteered" to handle the raffle drawing.

Cogswell Association members wishing to donate a gift for our raffle can either bring the gift to the reunion, or send it to:  
**CHERYL WILLIAMS**  
 10512 SOUTH 36TH AVE WEST  
 COLFAX, IA 50054-7516  
 PHONE: (515) 674-3800  
 E:mail: cljwilliams@msn.com

It is important that we get the name of the individual or organization and gift listed for recognition.

We already have some gifts donated by Union Pacific which were supplied through Doni Kimball. There will be more details to follow.



This book will be donated ' compliments of Ray & Sylvia Moore. Ray & Sylvia are also busy gathering other donations for our raffle.

## Friday Tour Package Multi-facility Tour

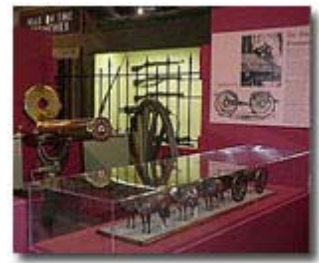
Doni Kimball with a *little* help from Goody (GMG—59-63) of Boise, ID worked diligently with Nancy Richardson of ALA CARTE BOISE TOURS to put together this tour package. It is a multi-facility tour that promises to be a wonderful experience and an excellent sampling of Boise ID sights.



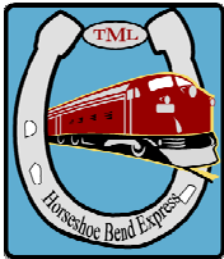
This tour includes visits to the The World Center for Birds of Prey, the Idaho Historical Museum, tour of the Basque Block in downtown Boise, and the Old Idaho Penitentiary. As you can see there is a lot included in this multi-facility tour. The cost for the tour includes bus transportation, entrance fees to all facilities. Lunch will be on your own immediately following the downtown Basque Block welcome and tour.

The tour begins at the hotel at 9:00 AM where the bus will pick up all participants. Return time at the hotel will be approximately 4:00 PM. A complete itinerary will be available later.

*Cost for the tour is \$55 per person.*



## Saturday Train Tour



Gary Phillips (IC—65-68) of Meridan, ID was instrumental in getting this tour set up for the Cogswell reunion. It is going to be an excellent adventure for everyone who signs up. We will be limited to a maximum of 47 people due to bus size.

The Horseshoe Bend Express begins in historic Horseshoe Bend and travels along the scenic Payette River. The route is on the Old Wagon Road to the settlement of Banks. Approximately 2.5 Hours round trip. The Cogswell Association will have reserved space in the “bar car” for the duration of the trip. However, moving around between cars into the open air car and other areas is permitted. We may also have a few other individuals in the bar car, but our seats will all be together. Roundtrip bus transportation from the hotel is included in the price of this tour. The bus will leave the hotel approximately 9:30 AM and return approximately 4:00 PM.

No outside food can be brought aboard the train so there are four options for lunch:

1. The hotel will fix a box lunch for \$15 per person, which includes a deli sandwich with condiments (packets to put on later), a piece of whole fresh fruit, bag of chips, jumbo cookie and choice of soda or bottled water. This food can be consumed aboard the bus in route or just before boarding the train.
2. Purchase a sandwich at a local sandwich shop and take it along on the bus. Food can be consumed on the bus or just before boarding the train at approximately 11:00 AM.
3. Purchase food aboard the train in their concession car, which serves such things as hamburgers, hot dogs, nachos, pizza, and many other snacks.
4. Don't eat at all!

*The cost for this tour minus the food option is:*

*Adults: \$28.00*

*Seniors: \$26.00*

## Our Banquet Speakers By George Overman



While attending a recent military reunion planning event in Shreveport, I had the opportunity to speak with several other military reunion planners. One topic which I discussed with another planner, was the use of guest speakers. This individual mentioned that they occasionally have a spouse speak on what happens at home when their hero is off serving their country. Based on a photo and personal knowledge of Mary Kittredge, she immediately came to mind first a possible speaker.

This photo was recently published in one of our newsletters and as you can see there is quite a "family" here. When I approached Mary about being a speaker she was a bit hesitant at first but her family encouraged her to do this for us. It was not long before I had a "first draft" of what she would like to talk about. This is a small excerpt from that "first draft."



*It was at this time that I had to learn, in a hurry, to take charge. I had to make decisions without Bruce, like going down and buying a new TV all by myself, when ours died. I had never done that before. I also had to go through childbirth without him. Our son Sean was born while Bruce was in West Pac for four months. I survived and so did the baby. However, Sean had a hernia which had to be repaired and so we went through that surgery also. I didn't want to tell Bruce about it, because I didn't want to worry him, so far away. So, I wrote him a letter, telling him all about it. However, I just didn't mail it until I knew that he wouldn't receive it until the ship docked in Port Chicago.*

This should be a very interesting talk and I know that Mary will be dedicating this presentation to all those who stayed behind and "Anchored the Home Front."

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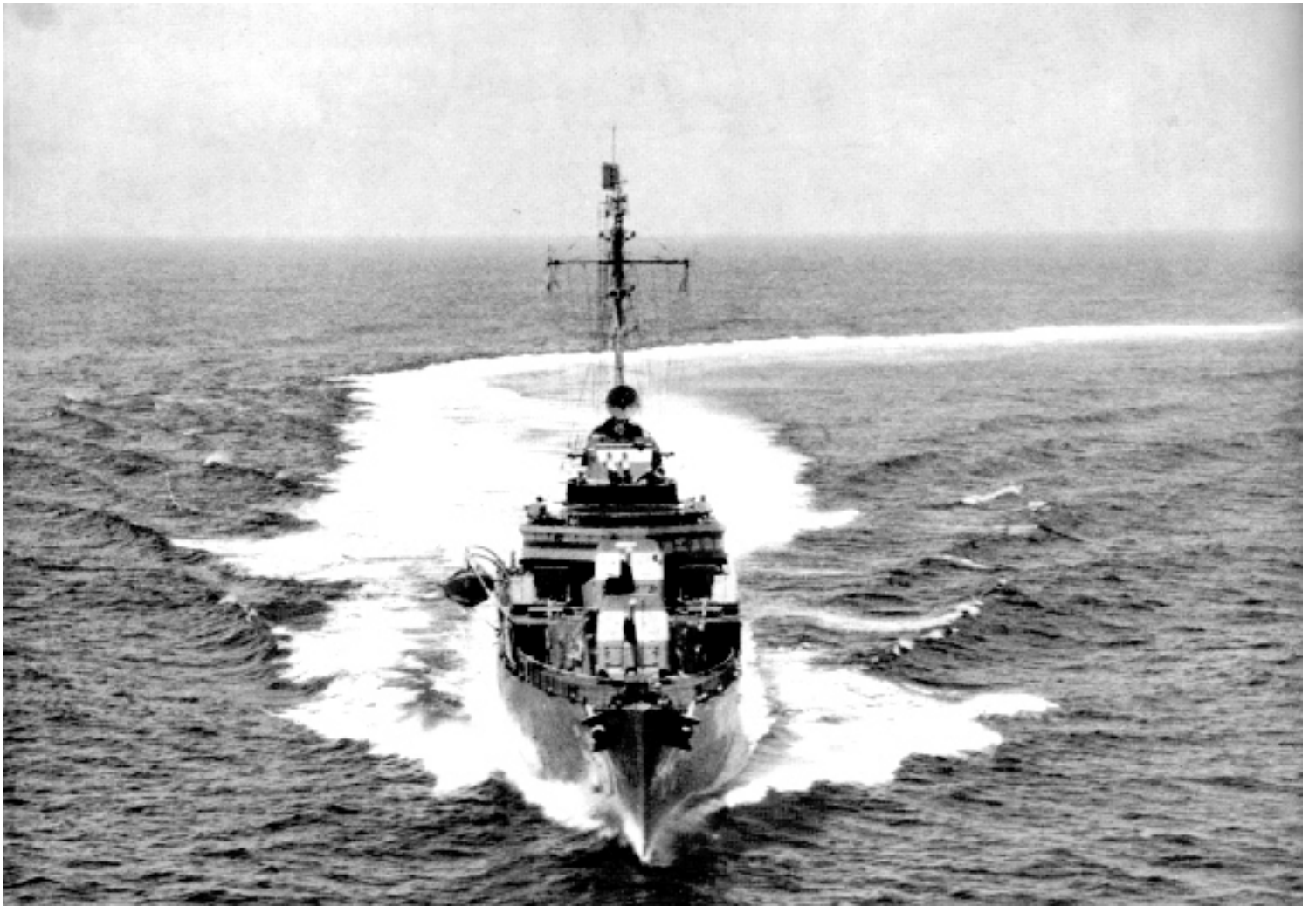


Our "supporting" (better than second banana) speaker is back for a another chance after not being paid in full for his Branson performance. (The dime is still there somewhere on that stage). Walt Dziedzic will attempt to wake up the audience after a large meal in order to prepare everyone for Mary's talk! He will tell us a story about the Great American Chair Race which he says happened in Pearl Harbor. However, another of the fellow officers who was there at the time states that it actually happened in Subic Bay. We can only guess what Walt's condition was at the time that he could not even remember where he was! Walt will also share other stories "humor in the wardroom", or something like that.









# CREWMEMBER PROFILES

## LEWIS G HAUSE

1951-1952 ME3

By Don Clasen

"I'm a country boy from upstate Pennsylvania," explained Lewis "Mike" Hause, who in 1951 was one of the first sailors to board the USS Cogswell to take the ship out of mothballs in Charleston, S.C.

"I was on board for 14 months," added the native of Centralia, Pa., who attained the rank of ME3 during his 4-year "hitch," which began in 1948 after he graduated from Conyngham Township High School in Aristes, Pa. He was among the many young men who enlisted to avoid being drafted into the Army during the Korean crisis.

Hause, now 77, resides in Cape May, N.J. He was one of a handful of personnel assigned to work under Lt. Allison Deer, the Cogswell's Engineering Officer on board the ship that was decommissioned after serving in the South Pacific during World War II.



"I was one of the first guys aboard," he pointed out during an interview. "I was the third shipfitter aboard. We were Jacks of all (trades) and master of none. We did pipefitting and welding. We had to put everything back (in place)."

Hause and his handful of shipmates actually lived aboard the destroyer before it was ready for a new crew. Hause remembers opening the galley. "Things started flooding," he said. But once the flooding problem was solved, it was obvious that water was available for the heads.

Before the regular crew was assigned to prepare the ship for commissioning again, Hause said he slept in a top bunk in the aft compartment.

Once the Cogswell was pulled to the Charleston Navy Yard from its nestling place along with other mothballed ships in the Cooper River, Hause and the tiny crew soon had the help of other officers and men assigned to the ship under the command of Capt. Crenshaw. The enlisted complement of the new crew included a number of recent graduates of the Great Lakes Naval Training Center.

The seamen recruits were berthed aboard the tender USS Arcadia before the Cogswell was made livable.

Hause remained a member of the crew as the ship joined the U.S. Atlantic Fleet and underwent a shakedown cruise to Guantanamo, Cuba. "I was on board for 14 months," he said.

The Cogswell was getting ready for its cruise to Scotland, England and the Mediterranean when with his enlistment about to expire, Lt. Deer tried to convince Hause to ship over. "I asked, 'How long will you give me (to make a decision)?' He said, 'about 5 minutes.'" Hause quickly made up his mind to bid farewell to the Navy. "With 2 or 3 other fellas I was sent back to the (USS Charles J.) Badger" to complete the final 60 days of his enlistment. "I never went to sea with the Badger," another destroyer, he pointed out.

But like most of the many who served aboard the Cogswell, Navy service helped prepare him for the civilian life to follow. "I enjoyed my tour of duty in the Navy," said Hause, who also served aboard the tender USS Cascade (AD16). "I met a lot of good shipmates some I still keep in touch with.

"Close living," he went on to say, "taught me how to get along with the other guy." Along with the discipline received, he is thankful that "I learned a lot of things" involving metalwork and welding.

But after "kicking around initially," he said he did not use the skills learned courtesy of Uncle Sam much. Once a civilian again, Hause spent a year in college and did some odd jobs. On Nov. 5, 1955 he married Carol Cram. After raising 5 children and boasting 14 grandchildren and 2 grandchildren, Carol passed away in 1999.

After getting married, "I wound up in Philadelphia," he said. The same year he became a policeman in the City of Brotherly Love. "I spent 15 years in uniform and became a detective," he said. "I had some interesting assignments and was transferred to the intelligence unit.

In 1976, during the nation's Bicentennial Celebration, he was on security details assigned to guard Queen Elizabeth, Golda Meir and Menachem Begin, who visited the city. Begin was the State of Israel's first prime minister; Meir was the fourth to serve in that capacity. "I also provided private security for Martin Luther King, Sr.," he said.

"A lot of dignitaries came in" during the celebration, he said. "Long hours were involved."





(Continued from page 17)

In 1977 he was employed as a supervisor for Drinker, Biddle & Reath, one of Philadelphia's largest law firms. "I ran the mail department," he said. "The firm was involved in commercial law." He retired from the law firm in 1992.

After moving to Cape May and residing "about a block and a half from the bay," he joined the U.S. Coast Guard Auxiliary. "I'm still a member presently acting as an instructor at the Coast Guard Training Center. I never thought an old salt from the Navy would be teaching the Coast Guard. I still go on patrols acting as a coxswain—not bad for a shipfitter... It keeps me quite busy."

In retirement Hause remains in good health, is active in his church and has attended several Cogswell reunions. "I look for people I know, but there are not many left," he said. "My children all visit me. They are all married."

Through the years, he says he's experienced "good times and bad times." He says his varied work "has kept me on my toes" while benefiting "from a lot of humor."

Although his time on the Cogswell has constituted only a small portion of his life, he says he greatly enjoyed the time on the ship. "It is an experience I will never forget," he added.

## It's a small world!

By Don Clasen

I'm convinced of this after chatting over the phone with Mike Hause, who like myself worked to take the USS Cogswell out of mothballs in Charleston, S.C. in 1951.

Hause is a sailor I found to have much in common with. But what makes this story more mystifying is the fact that despite having obviously bumped into each other almost daily 56 years ago, neither of us remembers the other.

So much for making impressions.

In reality, since both of us were thrown together with possibly 100 or more new acquaintances, it is probably unlikely we'd remember much about each other.

It's like the old bit of humor, which goes like this:

*When you get to be my age, two things happen: Your memory starts to go and I forget the other thing.*

Despite our inability to remember the other more than a half century later, we became instant, long-distance friends after talking on the phone and realizing we have so much in common.

We are the same age (77), about the same physical build, both married and have children, went on to have fulfilling, fascinating careers; both underwent "Boot Camp" at the Great Lakes Naval Training Center, rose to become third class Petty Officers during our 4-year enlistments and are living quite well in retirement.

Perhaps most significant as far as the coincidence goes, both of us bunked in the same aft compartment after boarding the Cogswell.

Frankly, I feel bad because I don't recall such a great guy. I probably would have been reminded of him if he had remained aboard the Cogswell during the Med cruise. I checked the cruise book to see if he was pictured or at least listed. He wasn't. Since his 4-year enlistment was up in 1952, he left the ship before the cruise.

The accompanying article tells more about Mike, but some of you may be curious about me. I'm reluctant to "blow my own horn," but I can relate that my first job aboard the Cogswell was to spray paint the mess hall. One day, while taking a break for fresh air on the main deck, Lt. Pfeiffer, the gunnery officer, approached me and asked if I'd be his gunnery yeoman.

I have since learned to never to volunteer for anything, but I accepted his offer. Soon I had my own office with a typewriter and table beneath the starboard 40 mm quad mount. The space was used to store 40 mm ammunition. But it gave me plenty of time to hone my writing skills while writing lots of letters, etc.

I later became a third-class Yeoman and worked in the ship's office as the captain's yeoman. I guess Capt. Crenshaw approved of this skinny kid from Iowa because I became the captain's talker on the bridge during the sea detail and general quarters.

I especially enjoyed ASW exercises when the Cogswell would serve another destroyer as assist ship while conducting a mock attack on a submarine. The Sonar Officer would relate commands over the sound powered phones and I'd bark out orders to the helmsman.

Following the Med cruise, I was transferred to ComDesLant aboard the Yosemite in New port, R.I. It was altogether a different environment than aboard the destroyer. I worked in the Personnel Office granting school quotas to destroyer personnel. I worked in an office along with a commander, two lieutenants and a couple of dozen enlistment men.

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*(Continued from page 18)*

After leaving the service in 1955, I enrolled at the University of Iowa.

Again, like Mike, I did not stay four years to receive a degree. Instead, I was offered a job at my hometown newspaper one summer when I returned home from classes. I accept and became a reporter. Pretty good, I thought, for a smart-ass kid who grew up while serving in the U.S. Navy after graduating from high school.

I joined the Navy during the Korean crisis when I was ripe to be drafted into the Army. While at boot camp my mother wrote me to tell me that my draft notice was received in the mail. Whew!

I went on to marry and work at several newspapers including the Des Moines Register and the former Milwaukee Sentinel. After prepping as a reporter, I became an editor during most of my career.

My wife, Lucy and I are proud of our two children. Son David even managed to get involved in sailing—sailboats, that is. He owns a 33-foot Tartan 10 boat berthed at Belmont Harbor in Chicago. He takes his role as skipper seriously and has managed to win his class in one of the annual Chicago to Mackinaw Island cruises and last year was the point's leader in boats of his class in races sponsored by the Chicago Yacht Club.

Lucy, I should point out, has a distinguished career of her own. After graduating from high school years ago she did not attend college until she was in her 50s. But she did it properly—she received undergraduate and a master's degree with honors. She plans to join me in retirement next year and completing her career working as a loan officer and vice president for U.S. Bank.

Meanwhile, our careers have taken us from Iowa, to Illinois, to Wisconsin and back to Illinois where we enjoy our high rise overlooking Lake Michigan.

My wife and I both decided to retire in Chicago because that is where the action is. We are avid, White Sox, Cubs, Bears, Bulls and Blackhawk fans and enjoy many games in person. A couple of Sundays ago we took in the pony races at Arlington Park and we're red-hot fans of University of Iowa athletics.

We also take in theatrical and other events.

I stay close to the water by hiking two or three miles daily along the shores of Lake Michigan when the weather is good.

Part of my time in retirement is spent serving on boards of I-Clubs in Chicago and Milwaukee. I-Clubs for the most part boost U. of I. sports.

The past baseball season we have gone to about 20 White Sox games and a dozen Cub's games. Wrigley Field is only five "EI" stops away. On Sept. 1 we watched the Hawkeyes defeat Northern Illinois at Soldier Field here and have tickets to four more Iowa football games.

Along with preparing us for somewhat fulfilling lives to date, I agree with Mike in that Navy service, as he put it, "Taught me how to get along with the other guy." For me, especially, it also gave me a touch of much needed discipline.

Looking back it seems that being a shipmate is even better than, for example, having a fraternity brother. Especially shipboard living is an experience Mike and I wouldn't want to have missed. A half-century ago, however, four years seemed like an awful long time. But 52 years following my discharge I'm thankful for serving.

Even if I don't remember the great guy that bunked near me.

## **What is a Veteran Submitted by Orlie G. Baird**

A veteran is someone, who, at one point in his life, wrote a blank check made payable to the "United States of America" for an amount up to and including my life.

That is honor, and there are far too many people in this country who no longer understand it.

Author Unknown.

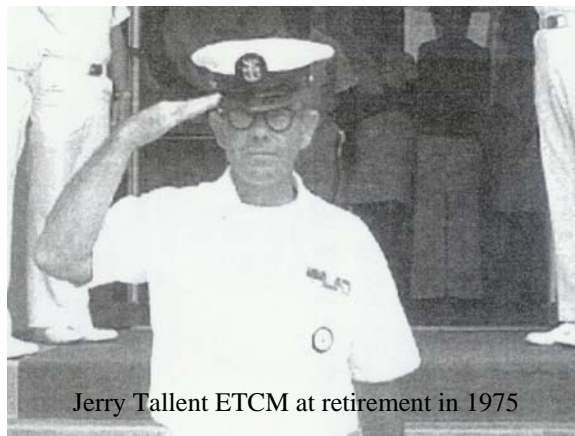
# The Ensign

By Jerry Tallent, ETCM, USN (Ret)

*Editors note: Jerry Tallent, ETCM, USN (Ret) passed away on May 13, 2007. Jerry's wife Barbara sent us a copy of his book entitled "Once Upon A Time." The book has twelve "sea stories" and one is published here with Barbara's permission. She has also given us permission to make copies and have them available for sale at our next reunion. Proceeds will go to the USS Cogswell DD-651 Association. Jerry served aboard the Cogswell in 1965-66.*

He was the most junior, youngest officer aboard the U.S.S. Sureshot. Ensign Jim Clearthink had a lot to learn. The "Old Man" figured the best place for this new junior officer, was the deck division. The Ensign had grown up around sailboats in the Boston area, surely he had some knowledge that could be of use.

Chief Petty Officer Deckman was in charge. He ran the deck division with the experience of 25 years in the Navy, and 20 years of sea duty. His men respected him, the command never questioned his abilities, and his department was always in a high state of readiness. He was proud of his ship's appearance, and she was always clean and freshly painted. The Chief was confident that problems both large and small could be handled with ease. Chief Petty Officer Deckman had a new division officer to train.



Jerry Tallent ETCM at retirement in 1975

The crew of the U.S.S. Sureshot had been preparing for months for its planned overseas deployment. Most of the jobs had been recently finished. Underway training had been completed, and the deck division had gotten the best scores ever awarded by the training unit. Ensign Clearthink wanted to help the Chief get ready for this deployment. He had insisted that his responsibility required him to run the division, but he understood there were some things he could learn from the Chief. He wanted to get to know the sailors, and especially wanted them to know that if they had a problem they could bring it to him. At quarters each morning he had a "saying for the day," to inspire his men, but of course the men out of respect never laughed. The Chief would have had their liberty cards for a month.

That June day dawned clear, a perfect day for going to sea. The crew had said their good-byes to their families and loved ones on the pier, and the sailors were at their sea detail positions for getting underway. Chief Deckman was married to a new young beautiful wife. She was almost 20 years younger than the Chief. His new wife was almost the same age as his son, from a previous marriage. Both his new wife, and son were on the pier that fine June day to say their good-byes.

Ensign Clearthink joined the Chief on the forecandle as the ship prepared to get underway. The Ensign asked if the Chief had anyone on the pier to see him off. Chief Deckman pointed out his new young wife to the Ensign. Ensign Clearthink was very impressed. He was surprised this old Chief had such a young attractive wife.

Slowly the U.S.S. Sureshot began to move away from the pier. All the loved-ones were waving from the pier, and of course there were plenty of tears. Suddenly the Chief turned to Ensign Clearthink. He pointed to his new wife on the pier, as the ship was backing away, and said, "Can you believe it, I'm not even away from the pier or out of sight, and my wife is already fooling around with a younger man." As the Ensign looked, he was aghast to see that for sure a younger man had his arm around the Chief's young wife, and they were walking down the pier. What do you say at time like this? What could he do? He wanted to help his Chief, but how? Of course the Chief forgot to mention that the younger man leaving with his wife, was his son!

Weeks had passed, and the Ensign had talked to the other junior officers about how he could help the Chief, but the right

*(Continued on page 21)*



(Continued from page 20)

words never came. He carefully watched the Chief, but never detected that he might be depressed. Chief Deckman had settled into his normal "at sea" routine, but still the Ensign worried. Ensign Clearthink was slowly learning about his duties. His many hours on the bridge, learning the various aspects of seamanship occupied most of his time. "He found little time to run the deck division, but figured things would probably be all right with the Chief in charge.

Chief Deckman knew his division officer had not forgotten the first day's experience. The Ensign had tried several times to bring it up, but his choices of words were never just right. Chief Deckman had a plan. First he obtained a pornographic picture of a young couple. The picture was in color and showed clear detail of the act in progress. He carefully inserted this picture into a letter he had received from his wife, and resealed the envelope. Chief Deckman went to Ensign Clearthink, and asked if he could talk to him about a very personal matter. He said that he felt he must talk to someone, and after all that's what a division officer was for.

Ensign Clearthink was so excited. He had finally been accepted by his men. To think, a Chief with more than 25 years in the Navy wanted his advise. He could hardly wait to meet with the Chief. He was now a leader of men.

Chief Deckman met with the Ensign and carefully asked if he remembered that day on the pier when they left for overseas. He continued to explain how he had just received the first letter from his wife since that day, but was afraid to open the envelope. The Chief apologized for bothering the Ensign with this personal matter, but perhaps he could open the letter and just see what the tone of the letter was. Ensign Clearthink was a proud man, as he carefully began to open the letter. His service to his men had only just began. He would go on to a bigger and better responsibility, he was trusted.

Upon opening the letter, he spoke right up. "Hey Chief she even sent a picture." Slowly he looked at the picture, his heart fell, he turned a bright red, Ensign Clearthink was speechless. The Chief grabbed the letter and picture, and said, "Well, I guess everything is all right at home after all, she's still sending me family pictures." With that he thanked the Ensign for his help and support, and quickly left the stateroom.

In the Chief quarters they had a good laugh. It had worked again. Another Ensign was continuing his traditional Naval training!

### **Let There Be No Moaning or Groaning at The Bar----**

Submitted by Art Blaine

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

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

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

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

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

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

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

THEY SPEAK OF NIGHTS  
IN PIG ALLEY AND GUT  
ON MANY A FOREIGN SHORE,  
OF THE BEER THEY'D DOWN  
AS GATHERING AROUND,  
TELLING JOKES WITH A BUSTY WHORE.

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

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

I'VE HEARD THEM SAY  
BEFORE GETTING UNDERWAY  
THAT THERE'S STILL SOME SAILING TO DO  
THEY'LL SAY WITH A GRIN  
THAT THEIR SHIP HAS COME IN  
AND THE GOOD LORD NEED A GOOD CREW.

## Can't Fool Those Navy Chiefs

*Editors note: This story was sent to me by an Academy graduate who shall remain anonymous in an effort to prevent personal embarrassment. However, I did receive this joke because of an actual event, which caused me to question the intelligence of this particular Academy graduate. This individual had a difficult time trying to spell Atlantic as part of his new e-mail address and had to resend the correction at least twice. I do have to give him credit as he got the first part of his address correct—waultd@*

One day, a Navy Chief went to the Officer's Club with his Captain to eat lunch. When they entered the main dining room, they found the place was quite crowded. They did notice three Lieutenants sitting at a table with two empty chairs, so the Captain asked them if they could join them.

They promptly invited them to join them. They ordered lunch and joined them in conversation as they ate. At one point, the Chief mentioned that he had observed characteristics about many officers from which he could determine the source of their commissioning. The Lieutenants were eager to hear about this and asked if he could tell how each of them had been commissioned.

The Chief turned to the Lieutenant on his left and said he went through ROTC. The Lieutenant confirmed that was correct and asked how he had noted this. The Chief replied that the Lieutenant, through his conversation, seemed to have a strong academic background but limited military experience.

The Chief then told the Lieutenant on his right that he had gone through OCS with previous enlisted service. The lieutenant confirmed that this was correct and also asked how he had determined this. The Chief said, again through his conversation, that the Lieutenant seemed to have a firm military background and a lot of common sense.

The Lieutenant across the table from the Chief asked if he had determined his source of commission. The Chief replied that the Lieutenant had graduated from the United States Naval Academy. The Lieutenant stated that was correct and asked if he had noticed his high level of intelligence, precise military bearing, or other superior qualities acquired at the United States Naval Academy. The Chief replied that it was none of these that led to his determination. He had simply observed the Lieutenant's class ring while he was picking his nose.

**You can't take them Navy Chiefs just anywhere!**

## 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.



### Little Johnny

Submitted by Wes Moorehead

A new teacher was trying to make use of her psychology courses. She started her class by saying, "Everyone who thinks they're stupid, stand up!"

After a few seconds, Little Johnny stood up.

The teacher said, "Do you think you're stupid, Little Johnny?"

"No, ma'am, but I hate to see you standing there all by yourself!"

Little Johnny watched, fascinated, as his mother smoothed cold cream on her face.

"Why do you do that, mommy?" he asked.

"To make myself beautiful," said his mother, who then began removing the cream with a tissue.

"What's the matter?" asked Little Johnny. "Giving up?"

The math teacher saw that little Johnny wasn't paying attention in class. She called on him and said, "Johnny! What are 2 and 4 and 28 and 44? Little Johnny quickly replied, "NBC, FOX, ESPN and the Cartoon Network!"

Little Johnny attended a horse auction with his father. He watched as his father moved from horse to horse, running his hands up and down the horse's legs and rump, and chest. After a few minutes, Johnny asked, "Dad, why are you doing that?" His father replied, "Because when I'm buying horses, I have to make sure that they are healthy and in good shape before I buy.

Johnny, looking worried, said, "Dad, I think the UPS guy wants to buy Mom."

# 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

August 24-28, 2008

Pittsburg, PA

## Bull Sessions:

March 29, 2008

New Jersey Bull Session, VFW Post 2290, Bridgewater, NJ

April 12, 1008

Texas Bull Session, Radisson Austin North, Austin TX

April 26, 2008

St Louis Bull Session, Sheraton Westport Hotel, St Louis, MO

May 17, 2008

Midwest Bull Session, Regency Lodge, Omaha NE

May 31, 2008

Upper Midwest Bull Session, Park Plaza Hotel, Oshkosh WI

July 12, 2008

Michigan Bull Session, Myron H. Beals American Legion Post 32,  
Livonia, MI

July 19, 2008

Penn/Delaware Bull Session, Radisson Hotel Valley Forge, Kind of  
Prussia, PA

## Talking Dog

Sent in by Wes Moorehead

A guy is driving around the back woods of Tennessee and he sees a sign in front of a broken down shanty-style house:

"Talking Dog for Sale"

He rings the bell and the owner appears and tells him the dog is in the backyard. The guy goes into the backyard and sees a nice looking labrador retriever sitting there.

"You talk?" he asks.

"Yep," the lab replies.

After the guy recovers from the shock of hearing a dog talk, he says "So, what's your story?"

The Lab looks up and says, "Well, I discovered that I could talk when I was pretty young. I wanted to help the government, so I told the CIA and they had me sworn into the toughest branch of the armed services .the United States Marines . You know one of their nicknames is "The Devil Dogs". In no time at all they had me jetting from country to country, sitting in rooms with spies and world leaders; because no one figured a dog would be eavesdropping. I was one of their most valuable spies for eight years running, but the jetting around really tired me out and I knew I wasn't getting any younger. So, I decided to settle down. I retired from the Corps (8 dog years is 56 Corps years) and signed up for a job at the airport to do some undercover security, wandering near suspicious characters and listening in."

"I uncovered some incredible dealings and was awarded a batch of medals. I got married, had a mess of puppies, and now I'm just retired."

The guy is amazed. He goes back in and asks the owner what he wants for the dog.

"Ten dollars," the guy says.

"Ten dollars? This dog is amazing! Why on earth are you selling him so cheap?"

"Because he's a liar. He never did any of that stuff. He was in the Navy!"



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