

THE SCUTTLEBUTT

USS COGSWELL DD-651 ASSOCIATION 14TH NATIONAL REUNION MILLENNIUM HOTEL—BUFFALO NY MAY 09, 10, 11, 2010

By George Overman

Inside this issue:

Life membership	2
Ship's Store	2
Association Contacts	3
President's letter	3
Database Statistics	4
The Don Miller Program	5
The USS Cogswell DD-651 web site	15
Reunion speaker	12
Tin Can Sailors Events	16

Special points of interest:

- Buffalo reunion details
- Reunion registration form
- Biographies
- Humor
- New USS Cogswell website
- Tin Can Sailors events

Make your hotel reservations by calling 1-866-866-8086. Tell the reservations desk that you are with the Cogswell Association reunion. The Cogswell Association has a special opportunity to book Courtyard-view rooms for the same price and our regular rooms. The price for a single/double room is \$89.00 +tax. These rooms overlook the atrium and indoor pool area of the hotel. However, these rooms are also available to the general public. Once they are gone, the Cogswell Association's blocked rooms are in the tower. Another note; the first floor rooms in this group has a step down from the entry/bath area. This is cautionary advice. If this is a problem book rooms on the second floor. All the rooms in this area (courtyard) have a patio or balcony. **All unused hotel rooms not reserved by April 09, 2010, will be released to the general public to avoid additional fees for the Cogswell Association.**

**The number to call: 1-866-866-8086
Book Now!**

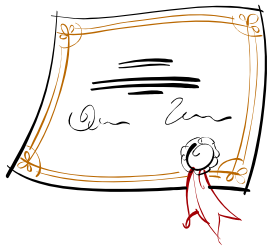
More details including the Ladies only event, Cogswell tour, shuttle to the falls, and the banquet begin on page 10.

DO NOT FORGET YOUR PASSPORTS IF YOU INTEND ON GOING INTO CANADA. THEY ARE NOW REQUIRED. IT'S BEST TO SEE THE FALLS FROM BOTH SIDES OF THE BORDER.

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 2009 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

USS COGSWELL DD-651 ASSOCIATION CONTACTS

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Director—Don Miller Shipmate Locator

Alice Lincoln
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515-674-3800
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: Secretary@usscogswell.com

President's Message Reunions In The B's

By Frank Wille (63-65)

Greetings, fellow Cogswell shipmates.

We're now half way between reunions - fondly remembering the last reunion in Boise & getting ready for the next reunion in Buffalo, May 9 - 11, 2010. I've made my reservations at the Millennium; have you? The earlier you make your reservations, the better room you'll get.

Branson, Boise, Buffalo = the Cogswell Association sure likes cities that start with "B". If the vote for the next reunion is to be held in Bakersfield, don't look for me. Been there, done that! Actually, the first 2 of these cities have been good to the Association and Buffalo promises to be another great host city. I can hardly wait. We're trying something new this year with a Sunday, Monday, Tuesday format. Our survey indicated

that members didn't care as long as the room rates were favorable. Well, George shaved 40% off the regular rates by agreeing to the dates shown. It was a pretty easy decision for your Executive Board - save the money for our members. The Millennium really impressed George as military reunion friendly.



Lyna & Frank Wille

We lost one of our favorite members recently. Tom Stealey passed away after a short bout with cancer. Tom was the sailor whom the

(Continued on page 18)

USS COGSWELL ASSOCIATION DATABASE STATISTICS as of 08/01/09

Our database contains 3295 names total. Changes since 02/01/09 below

- Active = 272— down 4 (paid dues are current)
 ⇒ 94 Life Members
- Inactive = 53 - down 3 (have not paid dues for more than two years)
- New = 18— up 8 (New members found who were mailed a membership form, waiting for return.)
- Reactivating = 4 down 2 (Need to be contacted (Inactive members who are reactivating their membership)
- No Interest = 430 — up 19 (members who have indicated they have no interest in the Cogswell Association)
- Not Able = 15 up 1 (members who are unable to participate for various reasons)
- Deceased = 290—up 18 (known deceased shipmates)
- Not Located = 2213—down 36 (continues to be the largest number in database - we still need help locating.)

New members Feb 01, 2009—Aug 01, 2009

Last Name	First	City	State	Years Aboard	Rank
APPLETON	SHELBY	ACWORTH	GA	55-60	SN
SCARBORO	THOMAS	ELLABELL	GA	62-66	BT2

Known Deceased since February 2009

Last Name	First	City	State	Years Aboard	Rank
ANGELILLO	RICHARD	WATERBURY	CT	60-61	
DETLEFSEN	JAMES			69	BT1
LARSON	MORRIS	LA SUEUR	MN	51-56	BT1
MADDOX	ROBERT	ATLANTA	GA	60-62	YN3
SILLIMAN	ALVIN	LOUISVILLE	KY	51-54	SHSN
SOWECKE	BRIAN			68-69	
SPRACKLEN	ROBERT			56-57	ICFN
STEALEY	THOMAS	MAGALIA	CA	44	FN

PO = Plankowner

Notices:

From Tom Weimer: the gentleman who accompanied Tom Stealy to Branson.

I received a call this morning from Tom Stealey's wife, Ida May, informing me that Tom passed away about 1700 hrs yesterday, 29 June 2009 at his home in Magalia. Services are pending. I'll keep you informed. He was a great friend and he will be missed by many. I'm so happy that he was able to make at least two Cogswell reunions, it was really a high point in his life to meet all of you.

Editor's note:

Those of use who met Tom at the reunions can only agree that Tom Stealey was a great guy. His talk at our Branson reunion on his ordeal of being in the water for almost three days after the sinking of the USS Hull and being rescued by the USS Cogswell was gripping. He visited us again in Boise and once again thanked every one for his rescue. The picture says it all—he will be missed.



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



Message From Another Fletcher Destroyer Veteran

Maybe someone would like to contact this gentleman.

Hi, Shipmate,

Samuel Israel

I'm talking about World War 11, You said the Korean War. I was on the C K Bronson 668. our Ship was the Flag Ship. I do not remember all the Destroyers in are Squadron. There was the Cotton, Henderson, Bagley, Buchanan, Ingersol. My be one of those Shipmates, remember, going to Mog Mog Island, and having a warm beer. Or the time there was a pair of look out glass missing, and all the Destroyers, did not let any body off. Or it was a 45 millimeter missing. You said, you had a Reunion In Idaho, that's where I had my BASIC. It was Camp Farragut, named after the Admiral in the Civil War. They say Mrs. Roosevelt wanted the BASIC Camp there. And we went looking for the rest of the Japanese Fleet in the South China Sea, after the Battle of the Philippines. Thank you very much.

Shipmate, Samuel Israel

9739 46th Avenue N.E.

Seattle, Washington 98115

206 525 3126

Email Address sandpointne@ yahoo .com

Treasurer's Report
 Submitted by Orv Williams
USS COGSWELL DD-651 ASSOCIATION
FINANCIAL STATEMENT
DECEMBER 31, 2008 TO JULY 31, 2009

DECEMBER 31, 2008 CASH ON HAND OR IN BANKS \$16,912.63

DEPOSITS

JANUARY 09		\$900.00
FEBRUARY 09		\$1395.00
MARCH 09		\$395.00
APRIL 09		\$50.00
MAY 09		\$0.00
JUNE 09		\$90.00
JULY 09		\$18.00
TOTAL DEPOSITS		\$2848.00
CORRECTION IN ADDITION 1/31/09		(\$180.00)
TOTAL		\$2668.00

DEBITS

POSTAGE		\$42.00
NEWSLETTER & OTHER EXPENSES		\$1255.00
THUNDER MT TRAIN—REUNION		\$1418.00
AMERICAN LEGION		\$20.00
TOTAL DEBITS		\$2736.02

TOTAL DEPOSITS + CASH ON HAND		\$19,580.63
MINUS EXPENSES		\$2736.02
TOTAL		\$16,844.61
CASH ON HAND (Bank statement 8/01/09)		\$16,844.61

Having Cogswell Association Friends

By George Overman

My wife and I needed to find an RV park in Austin TX in late April so we could be there for the birth of our newest "great granddaughter." I tried to gather information about a specific park from our granddaughter's husband, but immediately realized that he had other things on his mind. So, I went to the Association database and searched "Austin". Up came the name of Leonard Spivey. I contacted him to see if I could get information on RV parks in Austin. He sent me a list of several RV parks and detailed information on the park I was thinking of using. It was not that Leonard and his wife had plenty of time to do this as they were getting ready to go on a cruise!

It was just great that the Spivey's took time to do the searching and give me the feedback. We not only used the RV park in question but had to come to Austin several days early because our granddaughter decided not to wait any longer and had the baby about 4 days early! The RV park accommodated my request when I asked to come in early. I drove 18 hours from Silver City, NM to get there as fast as we could (725 miles pulling a trailer). I want everyone to know that I am too darned old to drive that long now-a-days. Punchy is a word that comes to mind. I want to thank the Spiveys and suggest that everyone use the list available on the web to find Association members in a specific city if you need information. What the heck, given em a call!



Submitted by your VeeP Pete Daggett

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. The cost to produce the printed copy and mail costs are approximately \$2.00 per hard copy.

This was an idea presented at the Branson reunion by Don Moog. 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.

Another benefit is the e-mail copy is in COLOR!



Georgy-McDemut Submitted by Haddon Judson

Do you, or any one you know, remember off of San Clemente Island in 1964 when the Gregory and the McDermut collided? The Cogswell was there. We were doing gunnery exercises.

*Best Regards,
Haddon Judson
610-240-4908 Ext. 126
HJudson@trienggrp.com*

Jay A. Ranney 1965-1968

I began by going K-12 in Denver Colorado graduating in 1948. I joined the Navy in August 1948, because there was no 20 mile hikes in the Navy. The longest forced march would have been the flight deck of a carrier. I attended Boot Camp and Radioman school at NTC in San Diego. This was during the Berlin airlift days and then I went to TI and got a nice 12 hour plus ride in one of the old Mars seaplanes to Honolulu. Then it was on to Sangley Point PI for 4 years (Almost went native there). I spent about 2 years on a YO as they needed an RM because the ship went to open sea at various times. I have many great stories while in the PI also. Then it was on to two different APA's for Korea. The first one was getting recomissioned for Korea and the Skipper was the COMNAVPHIL Chief of Staff, so it was old home week for several of us from the PI. He was the one that figured out that I had been in the PI too long and got me orders out of there. I finally made a few new pay grades and was not on to Wash DC where I was in the Control Center and Fleet Broadcast (Radio NSS). I was on this watch for over 2 years. I was stationed in the old Navy Building at 18th and Constitution in downtown DC. It was good duty THEN. I then made it to one of the Kaiser coffins (WWII Liberty Ship) when it was converted to a radar barrier ship (YAGR), part of the continental air defense system working with the USAF. It was converted in Charleston SC and then stationed at Treasure Island. We had a SK1 who kept the crew in stitches as he had his invisible dog following him as he had a dog leash and collar with wire in them so the collar was round and the lease was stiff and straight. It was rotten duty because it was 30 plus days at sea and 7 days in port. I was then on the Teletype repair school at NTC San Diego and for some unknown reason I got duty to a district ATA (The Koka , Tugboat). They did not know what Teletype equipment was. Well I made Chief right after I got on board and the first thing the skipper said was "Send him to Emergency Ship Handling School ASAP". I stood watches with the skipper for about 2 months and then he said, "It is now a four section watch bill underway and I am not on it". So, I joined the BMC and HMC as underway OOD's. Can you picture a Corpsman and a Radioman as both in port and underway OOD's? And to top it, our navigators were a YN1, SK1 and QM2 !! That was a great couple of years. Well I finally made it up to Kodiak Alaska for a great 3-year tour in the hunter and fisherman's paradise. I had the crypto and teletype shops there. Then someone said that your next tour of duty was going to be at NAAS Fallon Nevada. I wondered, what the hell is the navy doing in the desert. Well I sure found out. I have a hobby of Amateur Radio and while I was at Fallon some people on the radio would ask what is the Navy doing out there in the desert? Well my response was (Ha..Ha..Ha) the government had a tunnel from the San Francisco Bay to Fallon and we repaired submarines....and would you believe it some of them fell for it. Now George wanted me to let you know how I met my wife. That is some story, but here goes. When I arrived at Fallon the Head of Department told me that communications was in charge of the base telephone system and that I need to learn about it and fix it. Well, I had a senior citizen about 65 as the Telephone Supervisor. She had her office in with the Comm Officer and me. She was no where near the telephone office that she was suppose to supervise. Well my first change was move her to the telephone office. She got mad about that and retired. Therefore, we hired a new supervisor, my future wife Terry. Well that really went well and we did date a little. Then things got a lot better. I ended up going to San Diego and about three months later, we got married. It was a short honeymoon as the Cogswell was on the way to the Far East, Vietnam. When I first went to San Diego it was to the R K Turner but that changed. The E8 aboard didn't



want the next duty station so he stayed and my orders changed to the good old Cogswell. I came aboard at the buoy off of Broadway with the CIA, NSA and Naval Security on board looking for the \$20,000.00 plus missing from the DO's safe. Someone was nice enough to tell them that I wasn't onboard when it happened so I didn't get the 3rd degree. And would you believe that this George Overman had the Radio Shack under control so I just loafed until he got his orders off the Cogswell. Well I spent my last three years on board with a couple of trips to the Far East on her. Had enough sea time so I put in for another tour up in Kodiak as there was three RMC's due to leave in the next 6 months and no orders for their replacements. As one would have it they said NO SOAP. So I said RETIRE ME. And they did and I don't regret it at all. I did have a great time in the 20 years and met and have many friends yet to this day from my time in the service.

James A Trent 1957-1959

I was born in McLoud, Oklahoma where I graduated from McLoud High School in 1947. Shortly after graduation, I joined the Navy to see the world. I attended boot camp in San Diego and was sent to Jacksonville, Florida for Aviation Fundamentals School, then attended Aviation Electronics School in Memphis Tennessee (for me this is seeing the world, having never been more than forty miles from home).

My first duty station was Patrol Squadron Forty Seven, home based in Hawaii. I was a flight crewmember as radar operator/gunner during the Korean War and was awarded The Distinguished Flying Cross and three Air Medals. On returning to the states, I was sent to Memphis Tenn. for advanced Aviation Electronic School, which included a marriage and honeymoon en route.

My first tour of shore duty was in 1953 at Naval Air Station, Moffit Field CA. My next duty was the USS Hancock CVS 19 then to a Fighter Squadron where I took the OCS test and was accepted to OCS in May of 1957. I was promoted to Ens. and my first duty station as a young officer was the USS Cogswell where I was the ASW Officer and Morale Officer. I stood CIC watches and qualified as OOD underway. I was then promoted to LTJG. I transferred to the USS Yorktown CVS10 as ASW officer and Operations Officer administrative Assistant. I stood Air control/CIC watches and was promoted to LT.

My first shore duty as an Officer was to the joint staff of The Commander IN Chief of the Alaskan Command, as war room duty officer, which would seem cool duty, but with the Cuban Missile crises, we spent a lot of time at remote locations with CinC Alaska. My next duty station was the USS Princeton LPH 5 as electronics Officer where I also stood OOD underway watches and had a great time with two tours off the coast of Viet Nam. I was next sent to the Headquarters Eighth Naval District, where I mostly traveled throughout the district inspecting Naval Reserve units.

I retired 1 Nov 1967. I attended Cal Poly at San Luis Obispo, and graduated with a B.S. degree in May of 1970. I then returned to Oklahoma City OK where I worked for Oklahoma Gas and Electric Co. I retired from there in 1987, because of my wife's illness. We put over 60,000 miles on the Winnebago in the US and Canada before she was no longer able to travel. Alene passed away in April 2004. We raised two girls and two boys, have 14 grandchildren and 8 great grandchildren, which keep me pretty busy, spoiling them.

So I joined the Navy and saw the world.

James Allen Trent LT USNR (ret)



LTJG J. A. TRENT, USN
ASW OFFICER



PLAN OF THE DAY (TENTATIVE)

Sunday, May 09, 2010

- 0900 USS COGSWELL DD-651 ASSOCIATION reunion registration begins in hospitality room
- 1100 Snack service begins in hospitality room (snack mix, soft drinks, coffee & tea)
- 1400 Beer available in the hospitality room—provided by the hotel. (No personal alcoholic beverages allowed in the room)
- 1700 Reception with messages from our Association President Frank Wille, a representative from the Convention and Visitors Bureau, someone from the hotel staff, and possibly our tour director.
- 1730 (Approximate) Live and silent auction begins.
- 2400 Doors close to hospitality room.

Monday, May 10, 2010

- 0800 Doors open to hospitality room.
- 0830 USS COGSWELL DD-651 ASSOCIATION business meeting.
- 0830 Ladies only event starts
- 1000 First shuttle bus leaves for the Falls
- 1100 Snack service begins in hospitality room (snack mix, soft drinks)
- 1400 Beer available in the hospitality room—provided by the hotel. (No personal alcoholic beverages allowed in the room)
- 2130 First after lights bus returns from the Falls
- 2230 Last bus returns from the Falls
- 2400 Doors close to hospitality room.

Tuesday, May 11, 2010

- 0800 Doors open to hospitality room.
- 0900 Bus leaves hotel for city tour, boat ride, and Military park.
- 1100 Snack service begins in hospitality room (snack mix, soft drinks)
- 1400 Beer available in the hospitality room—provided by the hotel. (No personal alcoholic beverages allowed in the room)
- 1700 Photo taking begins in designated area (all hands, purchase of photo book optional)
- 1730 Banquet room opens—full cash bar available
- 1800 Banquet program begins with Association President Frank Wille announcements
- 1815 Invocation, and Necrology by Don Miller
- 1830 Food service
- 1930 Guest speakers
- 2030 Benediction by Don Miller
- 2030 Hospitality room available
- 2400 Doors close to hospitality room

Wednesday, May 12, 2010

- 0800 Final farewells in breakfast area or lobby as the USS COGSWELL DD-651 ASSOCIATION REUNION IS CLOSED.



Live and Silent Auction

By George Overman

As with our Boise reunion we are going to hold this special activity on the first night (Sunday) during the reception. However, this time we will not be doing a raffle, but rather holding a live and silent auction. So, how does this work? We are looking for donations from our members as suggested here:

1. Suggested retail value =>\$25
2. New retail items unpackaged
3. New handcrafted items (quilts, needlepoint, woodworking, etc.)
4. Gift certificates
5. Gift baskets
6. Antiques items
7. Cogswell memorabilia (although the Association would like the donation)
8. No hazardous items (chemicals, firearms, explosives)

In the past, I have sent out over 100 letters to local businesses in the reunion city for donations to help with the raffle. It became quite a task and with the economic situation worsening, businesses simply could not help us. Some of our members have been good with gift cards, and hand crafted items. These items helped with the raffle and we hope they continue with this practice.

Here is the suggestion for our auction in Buffalo. Items such as gift baskets can be created and brought to the reunion. Members can get together, maybe from the same city, chip in a few \$ and one of the members can take the lead to create the basket. It can be of a Navy theme, State or hometown theme, (nothing wrong with Hershey's from PA). Show off your city by creating such a gift basket. I will bring a bucket of sand from the beach in Oceanside (with a ribbon of course).

We can also use hand crafted items (I already know where a couple of these are coming from).

Each attendee who wants to bid, either silent or live, will receive a bid number. We will have the silent auction items setting on tables with a bid sheet attached with an opening bid price and a suggested retail value. The items will remain up for bid until the auctioneer calls a close to a particular table. Whoever has the highest bid on the sheet at that time is the winner (and payer). Cash or checks are fine.

For the live auction, we will select a few of the donations and do a rendition of the auctioneer. Each of these items will be auctioned off and the winner will be the highest bidder. This part is usually fun.

I have been involved in three of these activities for a purchasing organization in San Diego. In this case, the proceeds went to charity. However, for us the proceeds go to paying for the reunion.

If you have an idea that you will participate with a donation of some kind, let me know and I will start of a list of the items that will be up for bid at the reunion. Remember, get together with others in your area and come up with one item.



LADIES ONLY EVENT

Monday, May 10

0830-0930

This will be a cake decorating class by one of our Hotel chef:

Cakes by Traci

Tracy Bagarozzo – Cake Decorator

She will teach the proper way to frost a cake as well as show the ladies how to add cake decorations!

Attendance is limited to the first 35 ladies who sign up.

Niagara Falls Shuttle Service Monday, May 10

We are contracting with the tour bus company to provide a 44 passenger shuttle (school) bus from the Millennium Hotel to Niagara Falls. The bus will make it's first run, leaving the hotel at 10:00 AM and then on the hour from the hotel to the falls and on the half hour back from the falls all day. 10:30 PM will be the last return from the falls. I am sure some people will want to stay for the light show, but both the 9:30 PM and 10:30 PM bus can bring people back after the lights are turned on. According to the schedule listed on the internet, the lights will be turned on at 9:00 PM. I can tell you from experience, it is worth the time to see the falls lit up at night.



It will be very important to sign up for the first trip in the morning and the two trips in the evening, if desired. Otherwise it is first come, first served at the pickup points.

The cost for this shuttle service will be \$15 per person for all day service. You can make multiple trips if desired. This compares to ~\$45 for a taxi/shuttle—one way!

Cogswell Association Tour Package Tuesday, May 11

- 0900 DEPART HOTEL FOR ERIE BASIN MARINA. BOARD GRAND LADY FOR BUFFALO WATERFRONT, BLACK ROCK CHANNEL AND LOCKS/NIAGARA RIVER CRUISE ENDING AT HOLIDAY INN GRAND ISLAND. (PRIVATE CHARTER).
- 1130 BOARD COACH AND DEPART FOR ELMWOOD VILLAGE AREA FOR LUNCH (ON YOUR OWN)
- 1315 DEPART FOR BUFFALO NAVAL AND SERVICEMEN'S PARK
- 1330 TOUR NAVAL PARK (ADMISSION INCLUDED)
- 1530 DEPART FOR HOTEL



This will be a fully narrated tour with information on Buffalo history.

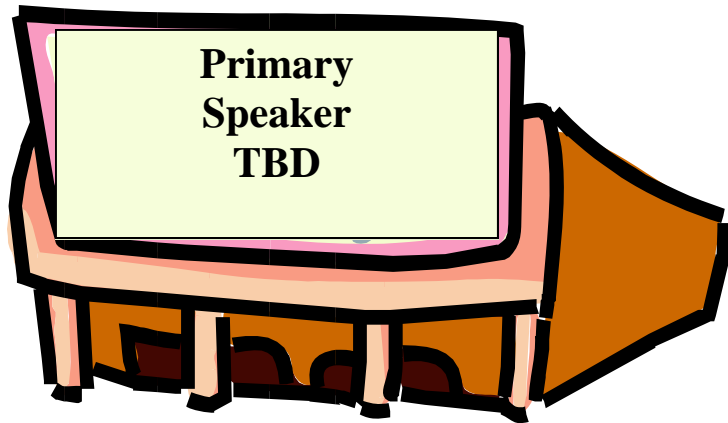


Reunion Banquet Menu Four Choices!

Prime Rib of Beef	\$32
Herb Crusted Salmon	\$27
Chicken Brest Marsala	\$25
Vegetarian	\$22

All meals include Caesar salad, fresh seasonal vegetables. rice, rolls and butter, beverage and choice of desert (chef's choice).

Our Banquet Speakers
By George Overman



COGSWELL DD-651 ASSOCIATION WEBSITE

www.usscogswell.com

by George Overman

HOUSTON, WE HAVE A PROBLEM. On July 5th, someone "hijacked" our web account.

I am in the process of getting it re-established, but the original hosting company has been very difficult to work with. So, I found a new hosting company and we are linking to the old company until they decide they will release the domain names. It's been an interesting ride. Someone went in and stole the entire account without even a verification from me that this was something that I requested. Then I had to prove that the site actually belonged to us! But because I had to set up a new account, they now say I cannot transfer the domain names to the new hosting company for two months. What fun!

I am gradually getting it restored but the password protection interface is not working correctly. I am setting up a new matrix for this purpose but I do have other things going on and need more time to finish this activity.

The e-mail address Secretary@usscogswell.com is now working again and I will be getting the others set up. I will keep everyone posted on the status as I get things fixed.

Old Warrior Submitted by Walt Dziedzic

After 9/11, an old Destroyer veteran asked the CNO to return him to active duty and send him to the Middle East. Of course, the CNO refused, and told the old submariner he had served his time and should relax and enjoy his golden years.

The ole Chief wasn't at all pleased, so he wrote the Secretary of the Navy with the same request. Back came the reply for him to enjoy his golden years, because this war was a young man's war and there was no place for him. That really pissed him off, so he wrote his congressman a long, heart-wrenching letter explaining in great detail just why he felt he should be returned to active duty. Back came the reply almost word for word, the same as the SecNav response...

The ol' Chief was livid. He went down to the beach in Norfolk Virginia, bought a rowboat, and vowing to get to the Persian Gulf one way or the other, he set out rowing his boat and singing all the while .. "Anchors away my boys, Anchors away "..... And off he rowed for the gulf.

Saint Peter had been watching this grizzled ol' CPO all the while, and was at first amused by it all but had grown increasingly concerned as the Chief displayed his commitment to his objective. Saint Peter finally turned to God for advice on how to deal with this unwavering old salt. After hearing the saga unfold, God advised Saint Peter to be merciful and take the Chief's brain, since that was the center of thought, and he would simply abandon the idea about getting to the Persian Gulf.

Now, having taken God's advice and removing the Chief's brain, St.

Peter observed little if any change in the Chief's behavior. He continued to row his boat and sing at the top of his voice. . . . "Anchors away my boys, anchors away "... A little frustrated at the lack of results of his efforts, St. Peter turned again to his God and asked, "Now what?" God said, "Well OK, take his heart,

because not even an old tin can sailor can function without a heart. So, that should end it." But when St Peter had completed his task, and removed the Chief's heart, he was again amazed that little if any change could be observed in the Chief's behavior as he continued to row his boat and sing. . . " Anchors away my boys, anchors away "..... at-the-top-of-his-voice.

Once again, St. Peter asked God for assistance with this unusual situation for which there seemed to be no solution. This time God responded by suggesting that St. Peter should remove the old sailor's testicles, since it's a well known fact that steely eyed killers of the sea can't function without their testicles.

Otherwise, what would be the reason for tin can sailors having the worldwide reputation of having the balls to do the impossible? Convinced this was the answer, St. Peter went to work and removed the ole Chief's balls.

Again, St. Peter observed the destroyer man, this time with his balls, brains and heart removed, rowing in a never ending circle singing. "Off we go, into the wild blue yonder."



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 23-27

South Portland, ME

Bull Sessions:

October 3, 2009

New England Bull Session, Somerset, MA

October 10, 2009

Tri-State Bull Session, Pittsburgh, PA

October 17, 2009

Albany-Upstate NY Bull Session Albany, NY

October 24, 2009

Western States Bull Session, San Diego, CA

October 24, 2009

New York Bull Session, Smithtown, NY

Those Were The Days Submitted by Walt Dziedzic

We stuck together. We worked hard and we played hard, and we gravitated to places where we could be with our shipmates, in locations where people who could and would tolerate our obnoxious conduct, impure verbiage and rollicking nonsense.

Our favorite liberty bars were unlike no other watering holes or dens of iniquity inhabited by seagoing men and women. They had to meet strict standards to be in compliance with the acceptable requirement for a sailor beer-swilling dump. The first and foremost requirement was a crusty old gal serving suds. She had to be able to wrestle King Kong to parade rest. Be able to balance a tray with one hand, knock bluejackets out of the way with the other hand and skillfully navigate through a roomful of milling around drunks. On slow nights, she had to be the kind of gal who would give you a back scratch with a fly swatter handle or put her foot on the table so you could admire her new ankle bracelet some "mook" brought her back from a Hong Kong liberty.

Barmaid. A good barmaid had to be able to whisper sweet nothings in your ear like, "Sailor, your thirteen button flap is twelve buttons short of a green board." And, "Buy a pack of

Clorets and chew up the whole thing before you get within heaving range of any gal you ever want to see again." And, "Hey animals, I know we have a crowd tonight, but if any of you guys find the head facilities fully occupied and start urinating down the floor drain, you're gonna find yourself scrubbing the deck with your white hats!"

They had to be able to admire great tattoos, look at pictures of ugly bucktooth kids and smile. Be able to help haul drunks to cabs and comfort 19 year-olds who had lost someone close to them. They could look at your ship's identification shoulder tab and tell you the names of the Skippers back to the time you were a Cub Scout.

If you came in after a late night maintenance problem and fell asleep with a half eaten Slim-Jim in your hand, they tucked your peacoat around you, put out the cigarette you left burning in the ashtray and replaced the warm draft you left sitting on the table with a cold one when you woke up. Why? Simply because they were one of the few people on the face of the earth that knew what you did, and appreciated what you were doing. And if you treated them like a decent human being and didn't drive 'em nuts by playing songs they hated on the juke box, they would lean over the back of the booth and park their soft warm breasts on your neck when they sat two Rolling Rocks in front of

(Continued on page 19)

ANSWERS..... YOU ALWAYS WANTED TO KNOW BUT DIDN'T ASK !!!!!

Submitted by Joe Baer (Skipper 65-67)

Q: Why are many coin banks shaped like pigs?

A: Long ago, dishes and cookware in Europe were made of a dense orange clay called 'pygg'. When people saved coins in jars made of this clay, the jars became known as 'pygg banks.' When an English potter misunderstood the word, he made a bank that resembled a pig and it caught on.

Q: Did you ever wonder why dimes, quarters and half dollars have notches, while pennies and nickels do not?

A: The US Mint began putting notches on the edges of coins containing gold and silver to discourage holders from shaving off small quantities of the precious metals. Dimes, quarters and half dollars are notched because they used to contain silver. Pennies and nickels aren't notched because the metals they contain are not valuable enough to shave.

Q: Why do men's clothes have buttons on the right while women's clothes have buttons on the left?

A: When buttons were invented, they were very expensive and worn primarily by the rich. Because wealthy women were dressed by maids, dressmakers put the buttons on the maid's right! Since most people are right-handed, it is easier to push buttons on the right through holes on the left and that's where women's buttons have remained since.

Q: Why is shifting responsibility to someone else called 'passing the buck'?

A: In card games, it was once customary to pass an item, called a buck, from player to player to indicate whose turn it was to deal. If a player did not wish to assume the responsibility, he would 'pass the buck' to the next player.

Q: Why do people clink their glasses before drinking a toast?

A: It used to be common for someone to try to kill an enemy by offering him a poisoned drink. To prove to a guest that a drink was safe, it became customary for a guest to pour a small amount of his drink into the glass of the host. Both men would drink it simultaneously. When a guest trusted his host, he would then just touch or clink the host's glass with his own.

Q: Why are people in the public eye said to be 'in the limelight'?

A: Invented in 1825, limelight was used in lighthouses and stage lighting by burning a cylinder of lime which produced a brilliant light. In the theatre, performers on stage 'in the limelight' were seen by the audience to be the center of attention.

Q: Why do ships and aircraft in trouble use 'mayday' as their call for help?

A: This comes from the French word m'aidez -meaning 'help me' -- and is pronounced 'mayday'.

Q: Why is someone who is feeling great 'on cloud nine'?

A: Types of clouds are numbered according to the altitudes they attain, with nine being the highest cloud. If someone is said to be on cloud nine, that person is floating well above worldly cares.

Q: Why are zero scores in tennis called 'love'?

A: In France, where tennis first became popular, a big, round zero on scoreboard looked like an egg and was called 'l'oeuf,' which is French for 'egg.' When tennis was introduced in the U.S., Americans pronounced it 'love.'

Q: In golf, where did the term 'Caddie' come from?

A: When Mary, later KNOWN AS Queen of Scots, went to France as a young girl (for education & survival), Louis, King of France, learned that she loved the Scot game 'golf.' So he had the first golf course outside of Scotland built for her enjoyment. To make sure she was properly chaperoned (and guarded) while she played, Louis hired cadets from a military school to accompany her. Mary liked this a lot and when she returned to Scotland (not a very good idea in the long run), she took the practice with her. In French, the word cadet is pronounced 'ca-day' and the Scots changed it into 'caddie.'

Now you know almost everything!



(Continued from page 3)

Cogswell plucked out of the sea after his ship, USS Hull, sunk in a Dec 1944 typhoon. Tom attended the last 2 reunions and shared his story with those in attendance. Anyone who heard his story of survival at sea will remember it. His wife & friends told me that his affiliation with the Cogswell Association were extremely important to him.

We continue to look for help in contacting Cogswell shipmates. If you are interested in helping us, please contact one of the Association officers.

The more WW II stories that I read, the more I appreciate what our shipmates from that era tell us - the Cogswell was a lucky ship. It had its share of action but managed to stay afloat to continue the fight. We can all be thankful for that. That attitude of good fortune prevails today in our group. It is a pleasure to be associated with all of you.

Wishing you all good health and good fortune,

Frank

CHOW LINE ON A SHIP

Submitted by Tom Lamson (RM 67-68)

The Chaplain had been assigned to the ship and he noticed how much grief the cooks (Mess Specialists) caught from the crew and how they gave back as much as they got. He talked to the Food Service Officer and decided to talk to the cooks and get them to be more cheerful when they served the meals to the sailors coming down the line. A smile and a cheerful comment, a willingness to serve them will reap great benefits he told them.

After his pep talk the Food Service Officer and the Chaplain stood back and watched the food being served. A new sailor aboard walked down the line but he didn't like anything he saw so he just carried his tray down the line till he got to the desert section. He picked up a saucer containing a large piece of chocolate cake.

The Mess Specialist looked at him, "Is that all you're gonna eat," he asked. The sailor said, "Yeah, the rest of it don't look too appetizing." The Mess Specialist smiled and said, "Well, in that case would you like two pieces of cake?"

The Chaplain smiled and hit the Food Service Officer in the ribs, "I told you my talk did them some good." The kid said, "Yeah, man, I'd appreciate it."

The cook leaned over and cut the piece of cake on the tray in half.



(Continued from page 16)

you.

Imported table wipe down guy and glass washer, trash dumper, deck swabber and paper towel replacement officer. The guy had to have baggy tweed pants and a gold tooth and a grin like a 1950 Buick. And a name like "Ramon", "Juan", "Pedro" or "Tico". He had to smoke unfiltered Luckies, Camels or Raleighs. He wiped the tables down with a sour washrag that smelled like a skunk diaper and said, "How are choo navee mans tonight? He was the indispensable man. The guy with credentials that allowed him to borrow Slim-Jims, Beer Nuts and pickled hard boiled eggs from other beer joints when they ran out where he worked.

The establishment itself. The place had to have walls covered with ship and squadron plaques. The walls were adorned with enlarged unit patches and the dates of previous deployments. A dozen or more old, yellowed photographs of fellows named "Buster", "Chicago", "P-Boat Barney", "Flaming Hooker Harry", "Malone", "Honshu Harry", Jackson, and Capt. Slade Cutter decorated any unused space. It had to have the obligatory Michelob, Pabst Blue Ribbon and Beer Nuts sold here" neon signs. An eight-ball mystery beer tap handle and signs reading: "Your mother does not work here, so clean away your frickin' trash." "Keep your hands off the barmaid." "Don't throw butts in urinal." "Barmaid's word is final in settling bets." "Take your fights out in the alley behind the bar!" "Owner reserves the right to waltz your worthless sorry ass outside." Shipmates are responsible for riding herd on their ship/squadron drunks."

This was typical signage found in classy establishments catering to sophisticated as well as unsophisticated clientele. You had to have a juke box built along the lines of a Sherman tank loaded with Hank Williams, Mother Maybelle Carter, Johnny Horton, Johnny Cash and twenty other crooning goobers nobody ever heard of. The damn thing has to have "La Bamba", Herb Alpert's "Lonely Bull" and Johnny Cash's "Don't take your guns to town" in memory of Alameda's barmaid goddess, Thelma. If Thelma is within a twelve-mile radius of where any of those three recordings can be found on a juke box, it is wise to have a stack of life insurance applications within reach of the coin slot. The furniture in a real good liberty bar had to be made from coal mine shoring lumber and was not fully acceptable until it had 600 cigarette burns and your ship's numbers or "FTN" carved into it. The bar had to have a brass foot rail and at least six Slim-Jim containers, an oversized glass cookie jar full of Beer-Nuts, a jar of pickled hard boiled eggs that could produce rectal gas emissions that could shut down a sorority party, and big glass containers full of something called Pickled Pigs Feet and Polish Sausage. Only drunk

Chiefs and starving Ethiopians ate pickled pigs feet and unless the last three feet of your colon had been manufactured by Midas, you didn't want to get any where near the Polish Napalm Dogs.

No liberty bar was complete without a couple of hundred faded ship or airplane pictures and a "Shut the hell up!" sign taped on the mirror behind the bar along with several rather tasteless naked lady pictures. The pool table felt had to have at least three strategic rips as a result of drunken competitors and balls that looked as if a gorilla baby had teethed on the sonuvabitches.

Liberty bars were home and it didn't matter what country, state, or city you were in. When you walked into a good liberty bar, you felt at home. They were also establishments where 19 year-old kids received an education available nowhere else on earth. You learned how to "tell" and "listen" to sea stories. You learned how to make a two cushion bank shot and how to toss down a beer and shot of Sun Torry known as a "depth charge." We were young, and a helluva long way from home. We were pulling down slave wages for twenty-four hours a day, seven days a-week availability and loving the life we lived. We didn't know it at the time, but our association with the men we served with forged us into the men we became. And a lot of that association took place in bars where we shared the stories accumulated in our, up to then, short lives. We learned about women and that life could be tough on a gal. While many of our classmates were attending college, we were getting an education slicing through the green rolling seas in WestPac, experiencing the heart pounding drama of the return to the ship with the gut wrenching arrestment to a pitching deck. The hours of tedium, boring holes in the sky late at night, experiencing the periodic discomfort of turbulence, marveling at the creation of St. Elmo's Fire, and sometimes having our reverie interrupted with stark terror.

But when we came ashore on liberty, we could rub shoulders with some of the finest men we would ever know, in bars our mothers would never have approved of, in saloons and cabarets that would live in our memories forever.

Long live those liberties in WestPac and in the Med! They were the greatest teachers about life and how to live it.

Now of course I wouldn't know all this, seeing how I was an Officer and a gentlemen but I'm just relating what I heard.

Stay safe out there and remember, "Serious Liberty Is Not For Amateurs!"

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***We're on the Web:
www.usscogswell.com***



USS Cogswell DD651 inboard with Capertown DD650, Ingersoll DD652, and Knapp DD653—Bath Maine—1943.