

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	6
2010 Reunion registration form	17
Tin Can Sailors Events	19
2011 Reunion Information	20

Special points of interest:

- Buffalo reunion details
- Reunion registration form
- Biographies
- Humor
- 2011 reunion
- 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 13.

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

President:

Frank Wille
11614 Hazelnut CT
Oregon City, OR 97045
503-342-6699
President@usscogswell.com

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VPresident@usscogswell.com

Secretary/Membership/Reunion Planner:

George Overman
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Oceanside CA 92052-6098
760-889-2216
Secretary@usscogswell.com

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Orvil Williams
10512 South 36th Ave West
Colfax IA 50054-7516
(515) 674-3800
Treasurer@usscogswell.com

Director—Don Miller Shipmate Locator

Alice Lincoln
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Colfax IA 50054-7516
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 Shuffle Off to Buffalo

By Frank Wille (Officer 63-65)

Only a few more weeks before the Cogswell reunion in Buffalo, May 9-11, 2010.

If you haven't sent in your registration, it is time to get cracking. (George says, if we get 100 members to Buffalo, he'll do the Falls in a barrel, or something like that.)

The location should be good for those of you in the Northeast and Midwest. We have great room rates and the area is a fun place to visit. The Millennium promises to host a great reunion.

We have been able to contact a few new members recently. We still need our membership to help with this cause.

We want to contact all former shipmates and extend an invitation to them.

We are all fortunate to have been on a ship that was a credit to the Navy and where we developed long term friendships. The older I get, the more I appreciate my time on Cogswell.



Lyna & Frank Wille

Looking forward to seeing you in Buffalo; I promise a fun reunion.

Frank

(A true leader would volunteer to take the first barrel!)

USS COGSWELL ASSOCIATION DATABASE STATISTICS as of 02/01/10

Our database contains 3298 names total. Changes since 08/01/09 below

- Active = 266— down 6 (paid dues are current)
 ⇒ 106 Life Members
- Inactive = 52 - down 1 (have not paid dues for more than two years)
- New = 21— up 3 (New members found who were mailed a membership form, waiting for return.)
- Reactivating = 3 down 1 (Need to be contacted (Inactive members who are reactivating their membership)
- No Interest = 432 — up 2 (members who have indicated they have no interest in the Cogswell Association)
- Not Able = 15 no change (members who are unable to participate for various reasons)
- Deceased = 297—up 7 (known deceased shipmates)
- Not Located = 2210—down 3 (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
DANET	MICHAEL	BOLINGBROOK	IL	68-69	SN
ORLANDO	RALPH	NEWBURYPORT	MA	N/A	CAPT.

Known Deceased since February 2009

Last Name	First	City	State	Years Aboard	Rank
CAGLE	FRANK	RIALTO	CA	65	?
GRABILL	DONALD	MASSILLON	OH	43-46 (PO)	LTJG
HOLLY	ROBERT	APACHE JCT	AZ	45-46	FC2
KELLY	DAVID	AUSTIN	TX	43-45 (PO)	QMSN
LASSITER	LEON	HUNTSVILLE	AL	52-55	SN
ORLANDO	FRED	POINT PLSNT BEACH	NJ	43-46 (PO)	SA
PAGE	DENNIS	MONT BELVIEU	TX	64-68	BT3

PO = Plankowner

Notices:

David D Kelly

On Monday, January 18, 2010, the angels descended and softly wrapped their loving wings around David D. Kelly and carried him back into the arms of the Lord. His journey began at home while surrounded by his loving family in Austin, Texas. David was born in New York, N.Y., to David and Louise Kelly on January 30, 1923. He married the love of his life, his "Schatze" (Sweetheart), Josefine Schönstetter in 1951. He was a devoted husband, father, father-in-law, grandfather and great-grandfather. He cherished every moment with his family, playing bridge and telling stories of his WW II Naval experiences while aboard the USS Cogswell. He is survived by: his wife, Josefine; nine children, David Jr.; Eileen & husband, Rick; Gerry & wife Linda; Brian & wife, Becky; Grace & husband, Joe; Gordon & wife, Alisa; Joyce, Judy, and Lori & husband, Don; 20 grandchildren, 25 great-grandchildren. David's devout Catholic faith and his ever-present Kelly philosophy of love brought so much strength and comfort to all who were blessed to know and love him.

Wir lieben Dich, Opa. Viewing will be 6-8pm, with a rosary at 7pm, Wednesday January 20, 2010 at Cook-Walden, 6100 N. Lamar Blvd, Austin, TX 78752. Memorial services will be held at 10am Thursday, January 21, 2010 at Sacred Heart Catholic Church, 5909 Reicher Drive, Austin, TX 78723. In lieu of flowers memorial contributions may be made to the American Life League, P.O. Box 1350 Stafford, Va. 22555.



Leon Lassiter

Please be advised that Leon Raymond Lassiter SN Commissary Division passed away at 0804 on January 7 2010.. He died at the VA Medical Center, Birmingham, AL. Leon had been feeling sick for a couple days and we took him to the emergency room the morning of Jan 6. Shortly after arrival they called a code blue and it was for him. He was diabetic for a long time and had some heart problems for quite some time. He also had high blood pressure and kidney problems. He will be cremated and his remains interned at the new VA Cemetery just South of Birmingham.



He very much enjoyed the reunions he was able to attend and had his condition been better in the past I am sure he would have attended a lot more. He tells a lot of stories about his duties on Cogswell (Baker) and the many mornings when some one from the engineering room came up to take a bite out of some sweet roll.

Thank you for your kindness.

Daniel S. Thomas Bother-in-law
Cecile L. Thomas Sister

Fred P. Orlando, 85, of Point Pleasant Beach, passed away on Tuesday, August 11, 2009 at Hospice House, Haverhill, MA.



Mr. Orlando was born in Newark and had moved to Point Pleasant Beach in 1974. He was a Captain for the Newark Fire Department, retiring in 1984. He was a member of the International Association of Fire Fighters, NJ State Retired Police and Firemen's Association, Local 8 and the VFW of Point Pleasant Beach. He was a World War II veteran of the US Navy serving in the Pacific on Destroyer USS Cogswell DD651, the first US warship in Tokyo Bay. He received the following medals: Asiatic Pacific 10 Stars, Philippine Liberation 2 Stars, American Theatre, and Victory Medal.

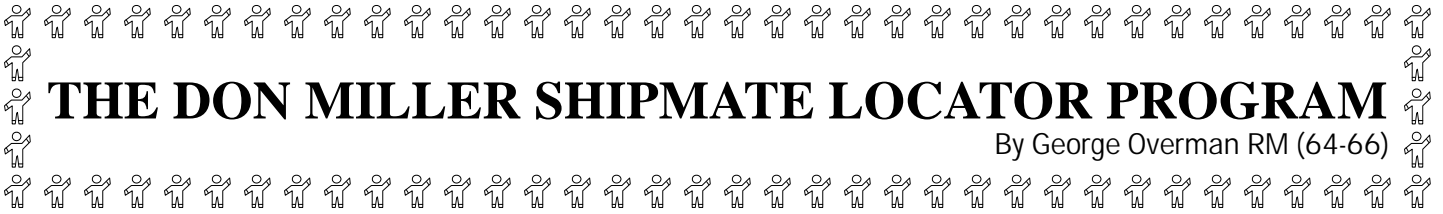
He was communicant of St. Peter's Roman Catholic Church, Point Pleasant Beach. He was predeceased by his beloved wife, Valentine (Monterale) Orlando and his brother Augustine.. Surviving to cherish his memory are two sons, William of Manchester, VT and Dr. Ralph P. of Newburyport, MA; one sister, Nancy Possumato of Toms River; six grandchildren and three great grandchildren.

A Tribute to David Kelly

From Mike O'toole (43-44 PO) SM3

THANKS FOR THE UPDATE ON DAVE'S PASSING....I WAS IN TOUCH WITH HIM BY PHONE....AND WAS AWARE OF HIS TERMINAL ILLNESS...AND ADMIRING THE ATTITUDE HE EXPRESSED CONCERNING HIS CONDITION...HE AND I WERE GOOD FRIENDS DURING OUR TIME ON THE COGSWELL TOGETHER....HE HAD A GREAT SENSE OF HUMOR AND SHARED THAT GIFT OF HUMOR WITH OTHERS....I SENT MY SYMPATHY TO HIS FAMILY THIS NIGHT....AND WOULD NOT HAVE LEARNED ABOUT IT HAD YOU NOT SENT THE NOTICE....AT THIS TIME PLEASE ACCEPT MY GRATITUDE FOR ALL THE GOOD WORK YOU DO IN KEEPING OTHERS LIKE MYSELF AWARE OF THE POOP AND SCUTTLE BUTT....CONCERNING COGSWELL PERSONNEL AND ACTIVITIES...

MIKE O'TOOLE



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



Agent Orange and Vietnam

Submitted by Orv Williams IC (64-68)

According to the Vets Admin. if you served in Vietnam and now you have a disease that was caused by agent orange you can be compensated by the Vets. Admin. for a service connected disability. This includes U S Navy who operated in inland waters such as Da Nang harbor. We need to somehow make the membership aware of this. This is one web site that can explain it. There are hundreds of others.

<http://www.lewispublishing.com/orange.htm>

Virtual Vietnam Wall

Submitted by Orlie G. Baird (Skipper 64-65)

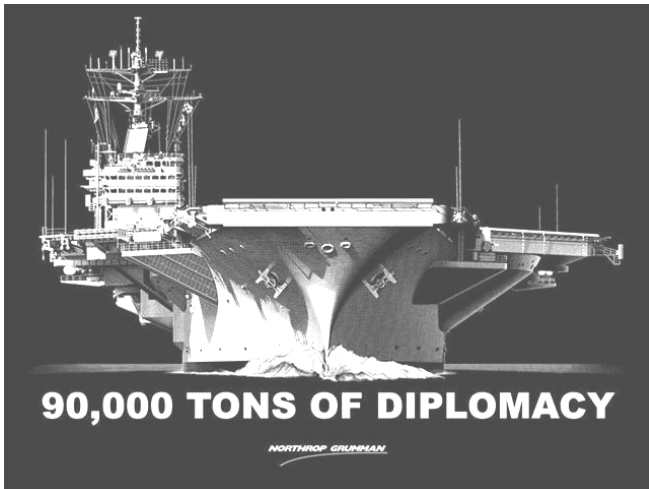
Someone sent me the link below which is a virtual wall of all those lost during the Viet Nam war with the names, bio's and other information on our lost comrades. It is a very interesting link, and those who served in that time frame and lost friends or family can look them up on this site. Pass it on to other veterans who you think would like this.

First click on a state.....then when it opensa name.....then it should show you a picture of the person or at least his bio and medals.....

<http://www.virtualwall.org/iStates.htm><<http://www.virtualwall.org/iStates.htm>>

FINANCIAL STATEMENT
 U S S COGSWELL DD651 ASSOCIATION
 JULY 31, 2009 TO JANUARY 29, 2010

JULY 31, 2009	CASH ON HAND OR IN BANKS	\$16,844.61
	DEPOSITS	
SEPTEMBER 09		\$ 1125.00
OCTOBER 09		\$186.00
NOVEMBER 09		\$372.00
DECEMBER 09		\$358.00
JANUARY 10		\$1,512.00
	TOTAL DEPOSITS	\$3,553.00
	DEBITS	
POSTAGE		\$57.05
George Overman	Reimbursed expenses	\$690.72
Tin Can Sailors	Donation	\$200.00
Tin Can Sailors	Locating Service	\$50.00
Order New Checks		\$19.25
	TOTAL DEBITS	\$1017.02
	TOTAL DEPOSITS + CASH ON HAND	\$20,397.61
	MINUS EXPENSES	\$1017.02
	TOTAL	\$19,380.79
	CASH ON HAND (Bank statement 1/29/10)	\$19,380.59



Submitted by Carl Fairfield (Officer 61-63)

Old Time Communicators Southern California

By George Overman

I once again had the pleasure of meeting up with Skipper Orlie G. Baird (64-65) at the OTC SoCal semi annual lunch meeting in December 09. It continues to amaze me how one person can continue to look so young while I continue to age! We shared some new stories, some that won't be printed to protect the guilty. I also want to assure everyone that the liquid in the skipper's glass in "apple juice."

The picture was taken by Joe Garza, who is the president of OTC. The skipper's reply after receiving the e-mail photo fit my thoughts perfectly.

*"Many thanks for picture you sent of two sailors from the Cogswell. One question: Did you use an old camera, and is that why I look so old in the picture?
Regards,
Orlie"*



Richard Lauk (Officer 65-67)

By George Overman



I also had the opportunity to meet with another old, err, former Cogswell shipmate while attending my family reunion last September in Lincoln, NE. Dick and I met on his farm west of Lincoln and he took me for a ride around his farm on his new little diesel motor vehicle (not pictured). After the tour, which took hours because of the size of the spread, we went to lunch. I seem to hear stories now that we never heard when we were aboard the Cogswell. Some juicy stories. Unfortunately, I am sworn to secrecy. I did make sure that Dick was in the proper uniform with the Cogswell hat.

I hope to get a chance to do more of this activity when I am traveling around the country. It's always nice to stop and say hello to Cogswell shipmates.

Dick, just one thing, inquiring minds want to know what is making that trail across the one pasture on the farm.

That's another story!

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!



Albert Burns (GMCS 66-68)

I joined the Navy February 1948 and shipped off to Boot camp at San Diego Naval Training Center. After graduating from Boot camp, I was assigned to the USS Astoria CL90, which was home ported in Long Beach California. After duty aboard the Astoria for about a year, she was decommissioned. I was then assigned to the Transport USS General Mann TAP112. I was aboard the General Mann for about a year when the Korean War broke out.

I was then ordered to the Battleship USS Iowa for Re-commissioning at Hunter Point Naval Ship Yard, San Francisco. I was a 3rd Class Gunners mate then, assigned to the 1st Division, 16 inch Turret 1. I served on the Iowa from 1951-1955. I made 1st Class Gunners mate on the Iowa. I left the Iowa in 1955, for Shore Duty at the Naval Air Station, Denver, Colorado. I served there until 1957. I met my wonderful wife in Denver to whom I was married 40 years. She passed away in January 1996.



After the tour in Denver, I was assigned to the Destroyer Escort USS Silverstein, which was home ported in Pearl Harbor. I had quite an experience on this ship while aboard it. We were out training with the submarine USS Stickleback off of Wakai. They fired a dummy fish at us, and then they started to dive deeper, when they lost the Electrical load. They blew Ballast to surface, and came up in front of the Silverstein, which was doing 18 knots. We rammed them in the port Conning tower. Our Skipper used his head and instead of backing down out of the Sub, he left our bow in the Sub. As a result of his smart decision, the Sub stayed afloat long enough for the Sub Crew to abandon ship. Luckily there was no injuries to the Sub Crew, or our Crew. The submarine eventually sunk, and now is a fish habitat off Wakai Beach.

We had to go in to Drydock in Pearl and get a new bow. After getting a new bow, we were going out for sea trials. We had the sea detail set, and was backing away from the Pier, when a Depth charge Impulse Locker exploded. Eight crew members, were injured with serious burns, and were transported to Tripler Army Hospital. A Shipfitter was doing some welding above this Locker, which caused the explosion. He got a court Martial, because he had not read the Job Order, which specified, do not do any welding before notifying Gunners Mates to empty the locker of Impulse Charges. Chief Blaine was stationed on another Tincan there, so he can verify this story.



Al with his friend Ginny at Boise reunion.

So as you can see this was quite an experience on this Tincan. I requested a transfer off of this Tincan, which the C.O. wasn't happy about. He asked me why I wanted off, and I said this ship is a jinxed ship. I had only been aboard six months, and it had two accidents. He immediately approved my request and I was then assigned to another Tincan, the USS Wedderburn DD684. I served on it from 1958-1963. I made Chief on this Can. It was a great ship, with a good Crew, and good Chiefs. I left the Wedderburn in 1963 for Recruiting duty in Colorado Springs, Colorado. I was there until 1966. I then made Senior Chief and had

to obligate myself for two years more duty. I then got orders to the Cogswell. This was also a great ship, with a great crew and great chiefs. I stayed on the Cogswell until Nov 1968 and then retired. I went back to Colorado Springs to live. This is the State, I was raised up in as a teenager. So this is my story of my Navy Career. Al Burns

Bribery would not be an appropriate word in this case, so I will say there was an "exchange of favors" in this transaction. Judge Reavley asked me for Ida May Stealey's address so he could write her a letter and I in turn asked him for a bio. A fair exchange I think! - Actually if you look up Judge Reavley's bio on the web site it is much more impressive. Tom's letter is on the next page. I think this was a very nice gesture and I know Ida May appreciated it.
George

UNITED STATES COURT OF APPEALS

FIFTH CIRCUIT
11009 U.S. COURTHOUSE
515 RUSK STREET
HOUSTON, TEXAS 77002-2605

THOMAS M. REAVLEY
SENIOR CIRCUIT JUDGE
713-250-5185
FAX 713-250-5510

September 9, 2009

Mr. George Overman
P.O. Box 6098
Oceanside, CA 92052-6098

Dear George,

Here is a copy of my letter to Mrs. Stealy. What a man he was.

As for me, I was the first officer to arrive at Bath where construction of the Cogswell was about finished. Anointed the "Acting Prospective Commanding Officer" and actually the greenest sailor in the U.S. Navy, I was there until we went to Charleston for the commissioning. Then I was the torpedo and depth charge officer until transferred to the Ticonderoga in May of 1945. Discharged at the end of that year.

I finished my law degree at Harvard and returned to Texas to practice law. I was on the Texas Supreme Court and have been on the U.S. Court of Appeals for the Fifth Circuit for 30 years. I am now 88 years old and continue to hear appeals.

I salute all the good and great men of the USS Cogswell.

Sincerely,



Thomas M. Reavley

UNITED STATES COURT OF APPEALS

FIFTH CIRCUIT
11009 U.S. COURTHOUSE
515 RUSK STREET
HOUSTON, TEXAS 77002-2605

THOMAS M. REAVLEY
SENIOR CIRCUIT JUDGE
713-250-5185
FAX 713-250-5510

September 9, 2009

Mrs. Ida May Stealey
P.O. Box 642
Magalia, CA 94954

Dear Mrs. Stealey:

I have heard that your husband, Tom Stealy, has died; and I must tell you of what I saw of his strength and courage one late day in 1944 in the China Sea.

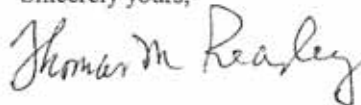
I was aboard the destroyer, USS Cogswell, and we had spent the day looking for survivors of the USS Hull. I was on the deck when we saw his head in the waves. The captain turned the ship to keep him in sight. And then he began to swim, actually overhead stroking toward the ship. The man swam, I would say between 50 and 100 yards, to the side of the ship. We had a rope ladder over the side and our men went to help him, but he did most of the climbing himself.

After he dried off and got comfortable, he told us of his terrible experience in the water and how his shipmates who at first were afloat with him, finally lost all strength and sank to their death.

I cannot imagine how anyone could have endured so much and could have had the remaining strength to swim through those waves.

So I salute this brave man and his memory.

Sincerely yours,



Thomas M. Reavley

KILROY WAS HERE!

Submitted by Frank Wille (Officer 63-65)

In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the REAL Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts had evidence of his identity.

Kilroy was a 46-year old shipyard worker during the war. He worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet.

Kilroy would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark.

Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then that he realized what had been going on.

The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk.

He continued to put his checkmark on each job he inspected, but added KILROY WAS HERE in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message. Once he did that, the riveters stopped trying to wipe away his marks.

Ordinarily the rivets and chalk marks would have been covered up with paint. With war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them.

As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced. His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific. Before the war's end, "Kilroy" had been here, there, and everywhere on the long haul to Berlin and Tokyo.

To the unfortunate troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that some jerk named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arch De Triumphe, and even scrawled in the dust on the moon.)

And as the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for the coming invasions by U.S. troops (and thus, presumably, were the first GIs there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo! In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference.

The first person inside was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?" ...

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave it to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy front yard in Halifax, Massachusetts.

So now You Know the Rest of the Story!!!!



BUFFALO REUNION 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 **SHARP!** - 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)

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. 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.

I have a promise of a donation from Terry Ranney and I.C. Smith

We are in need of donations for the auction. Please let me know if you have something



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.

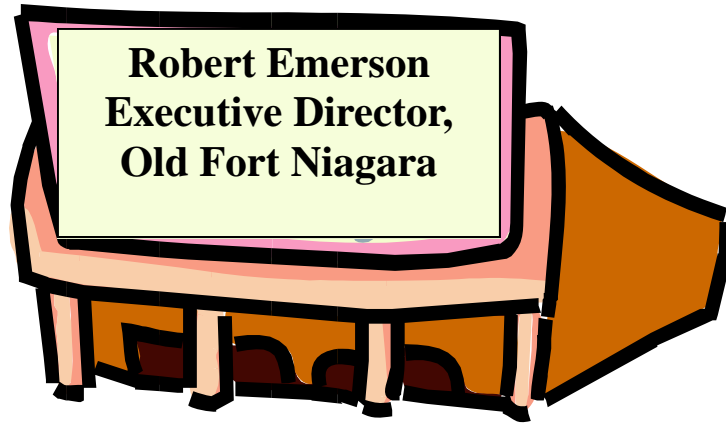


Reunion Banquet Menu Four Choices!

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 Speaker



A Glorious Acquisition: The Siege of Fort Niagara

This program tells of the story of the British capture of French-held Fort Niagara during the French and Indian War.

In 1759 an army of British and provincial troops, accompanied by almost one thousand Iroquois warriors laid siege to Fort Niagara, held by a small contingent of French soldiers. When the Fort fell 19 days later, France lost her grip on the interior of North America.

Illustrated with artwork, maps, and photographs, this presentation recounts the dramatic campaign and highlights the colorful personalities of those involved.

The Old Fort would be an excellent addition to sightseeing opportunities while in Niagara Falls. Unfortunately, we cannot run the shuttle to the Fort as it would extend our turn around time too much. The Fort is about 12 miles from Niagara Falls, so a taxi ride from the Falls to the Fort should not be too expensive. Team up and share a ride and then come back to the Falls and catch the shuttle.



REUNION REGISTRATION

Registrant Information:

*****RETURN NO LATER THAN APRIL 01, 2010 TO GUARANTEE TOURS*****

(Please print clearly and sign on the bottom of the form)

Member Name: _____ Guest's Name: _____ Phone #: _____
Mobile # (if applicable): _____ We plan to arrive on: _____

Are you staying at the Millennium? Yes No Have you made your reservations? Yes No
Room must be reserved directly through the hotel and not through the Cogswell Association.

Photo book

We will be taking individual and group pictures immediately before the banquet (approximately 1700). The cost of the photo book will remain at \$20.

	Cost	#of people	Total
Monday Falls shuttle	\$15 per person	_____	\$ _____
Tuesday tour	\$47 per person	_____	\$ _____
Banquet	Prime Rib \$32 per person	_____	\$ _____
	Salmon \$27 per person	_____	\$ _____
	Chicken \$25 per person	_____	\$ _____
	Vegetarian \$22 per person	_____	\$ _____
Photo book	\$20		\$ _____
Ladies only event	FREE	_____	
	Grand total:		\$ _____

Check Number: _____

Make check payable to:

USS COGSWELL DD-651 ASSOCIATION

Mail this form and your check to:

George Overman

PO BOX 6098

Oceanside, CA 92052-6098

Due to increased risks from liability suits, the Cogswell Association will not provide any alcoholic beverages or snacks directly to our reunion attendees. The hospitality room will have a keg of beer provided by the hotel. There will not be a charge for the beer from the Cogswell Keg. Or, if you prefer you can purchase a cocktail from the bar and bring it into the hospitality room. The hotel will supply all snacks and other food items during our reunion. No privately owned alcoholic beverages or food of any type is allowed in the hospitality room. In addition, the USS Cogswell DD-651 Association executive committee does not accept responsibility or liability whatsoever for any incident involving the use of any alcoholic beverage.

I have read and agree to the above restrictions on alcoholic beverages at the reunion.

Signature: _____ Date: _____

A Soldier Died Today
Submitted by
Ron Eberle (BM 66-68)

He was getting old and paunchy
 And his hair was falling fast,
 And he sat around the Legion,
 Telling stories of the past.

Of a war that he once fought in
 And the deeds that he had done,
 In his exploits with his buddies;
 They were heroes, every one.

And 'tho sometimes to his neighbors
 His tales became a joke,
 All his buddies listened quietly
 For they knew where of he spoke.

But we'll hear his tales no longer,
 For ol' Bob has passed away,
 And the world's a little poorer
 For a Soldier died today.

He won't be mourned by many,
 Just his children and his wife.
 For he lived an ordinary,
 Very quiet sort of life.

He held a job and raised a family,
 Going quietly on his way;
 And the world won't note his passing,
 'Tho a Soldier died today.

When politicians leave this earth,
 Their bodies lie in state,
 While thousands note their passing,
 And proclaim that they were great.

Papers tell of their life stories
 From the time that they were young
 But the passing of a Soldier
 Goes unnoticed, and unsung.

Is the greatest contribution
 To the welfare of our land,
 Some jerk who breaks his promise
 And cons his fellow man?

Or the ordinary fellow
 Who in times of war and strife,
 Goes off to serve his country
 And offers up his life?

The politician's stipend
 And the style in which he lives,
 Are often disproportionate,
 To the service that he gives.

While the ordinary Soldier,
 Who offered up his all,
 Is paid off with a medal
 And perhaps a pension, small.

It's so easy to forget them,
 For it is so many times
 That our Bobs and Jims and Johnnys,
 Went to battle, but we know,

It is not the politicians
 With their compromise and ploys,
 Who won for us the freedom
 That our country now enjoys.

Should you find yourself in danger,
 With your enemies at hand,
 Would you really want some cop-out,
 With his ever waffling stand?

Or would you want a Soldier--
 His home, his country, his kin,
 Just a common Soldier,
 Who would fight until the end.

He was just a common Soldier,
 And his ranks are growing thin,
 But his presence should remind us
 We may need his like again.

For when countries are in conflict,
 We find the Soldier's part
 Is to clean up all the troubles
 That the politicians start.

If we cannot do him honor
 While he's here to hear the praise,
 Then at least let's give him homage
 At the ending of his days.

Perhaps just a simple headline
 In the paper that might say:
 "OUR COUNTRY IS IN
 MOURNING,
 A SOLDIER DIED TODAY."



ORIGIN OF THE WORD AVIATOR

A little known fact is the origin of the word, "Aviator." In the immortal words of Johnny Carson: "I did not know that." Phu Khen (pronounced, Foo Ken) 1169-? is considered by some to be the most under-recognized military officer in history. Many have never heard of his contributions to modern military warfare. The mission of this secret society is to bring honor to the name of Phu Khen. A 'Khen' was a subordinate to a 'Khan' (pronounced 'konn') in the military structure of the Mongol hordes. Khan is Turkish for leader.

Most know of the great Genghis Khan, but little has been written of his chain of command. Khen is also of Turkish origin, although there is not a word in English that adequately conveys the meaning. Roughly translated, it means, "One who will do the impossible, while appearing unprepared and complaining constantly." Phu Khen was one of ten Khens that headed the divisions, or groups of hordes, as they were known, of the Mongol Army serving under Genghis Khan. His abilities came to light during the Mongols' raids on the Turkistan city of Bohicaroo. Bohicans were fierce warriors and the city was well fortified. The entire city was protected by huge walls and the hordes were at a standoff with the Bohicans. Bohicaroo was well-stocked and it would be difficult to wait them out. Genghis Khan assembled his Khens and ordered each of them to develop a plan for penetrating the defenses of Bohicaroo. Operation Achieve Victory (AV) was born. All 10 divisions of

(Continued on page 19)

Tin Can Sailors Events

By George Overman

TCS has regular Bull Sessions, annual reunions, and Field Day sessions aboard historical vessels. More information can be obtained from the TCS web site: <http://www.destroyers.org/> or call (800) 223-5535 Monday—Friday, 10 a.m. to 4 p.m. Eastern time. This gives Cogswell crewmembers the opportunity to hook with up other Cogswell crewmembers and possibly meet other sailors you served with in the past aboard other “Tin Cans”.

National Reunion

September 20, 2010

Cruise ship Carnival Destiny, departing Miami, FL

Bull Sessions:

February 27, 2010

Florida Bull Session, Jacksonville, FL

April 10, 2010

New Jersey Bull Session, Morristown NJ

April 16-18, 2010

Liberty Call Charleston

April 24, 2010

Texas Bull Session, Houston TX

May 15, 2010

Midwest Bull Session, Omaha NE

June 05, 2010

Upper Midwest Bull Session, Oshkosh WI

July 24, 2010

Michigan Bull Session, Livonia MI

August 07, 2010

Penn/Delaware Bull Session, King of Prussia PA

(Continued from page 18)

Khens submitted their plan. After reviewing AV plans 1 thru 7 and finding them all unworkable or ridiculous, Genghis Khan was understandably upset.

It was with much perspiration that Phu Khen submitted his idea, which came to be known as AV 8. Upon seeing AV 8, Genghis was convinced this was the perfect plan and gave his immediate approval. The plan was beautifully simple. Phu Khen would arm his hordes to the teeth, load them into catapults, and hurl them over the wall. The losses were expected to be high, but hey, hordes were cheap! Those that survived the flight would engage the enemy in combat. Those that did not? Well, surely their flailing bodies would cause some damage. The plan worked and the Bohicans were defeated.

From that day on, whenever the Mongol Army encountered an insurmountable enemy, Genghis Khan would give the order, "Send some of Phu Khen's AV 8-ers." This is believed, though not by anyone outside our secret society, to be the true origin of the word Aviator (AV 8-er). Phu Khen's AV 8-ers were understandably an unruly mob, not likely to be socially acceptable. Many were heavy drinkers and insomniacs. But when nothing else would do, you could always count on an AV 8-er. A Phu Khen Aviator. Denied, perhaps rightfully so, his place in history, Phu Khen has been, nonetheless, immortalized in prose.

As the great poet Norman Lear never once said:

"There once was a man named Phu Khen,
Whose breakfast was whiskey and gin.
When e'er he'd fly, He'd give a mighty war cry:
Bend over, here it comes again."

Consider it an honor to be a Phu Khen Aviator. Wear the mantle proudly, but speak of it cautiously. It is not always popular to be one of us. You hear mystical references, often-hushed whispers, to "those Phu Khen Aviators." Do not let these things bother you. As with any secret society, we go largely misunderstood, prohibited by our apathy from explaining ourselves. You are expected to always live down to the reputation of the Phu Khen Aviator... a reputation cultivated for centuries, undaunted by scorn or ridicule, unhindered by progress. So drink up, be crude, sleep late, urinate in public, and get the job done. When others are offended, you can revel in the knowledge that YOU are a PHU KHEN AVIATOR!

He Said To Me!

Submitted by William T. Loyd (RM 64-66)

He said to me. ... What have you been doing with all the grocery money I gave you?
I said to him Turn sideways and look in the mirror!

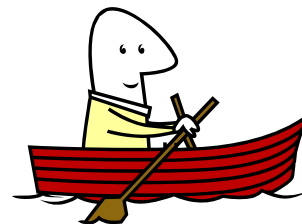
He said to me. . How many men does it take to change a roll of toilet paper?
I said to him . . . I don't know; it has never happened.

He said to me. . Why is it difficult to find men who are sensitive, caring and Good- looking?
I said to him . . . They already have boyfriends.

He said....What do you call a woman who knows where her husband is every night?
I said. . . A widow.

He said to me.... Why are married women heavier than single women?
I said to him . . . Single women come home, see what's in the fridge and go to bed.
Married women come home, see what's in bed and go to the fridge.

Bill was just set adrift in a row boat by the men's club of the Association!



USS COGSWELL DD-651 ASSOCIATION OCTOBER 2011 REUNION

Your executive committee made a preliminary selection of five cities for our October 2011 reunion. All the cities selected are part of the Reunion Friendly Network. These cities belong to the Reunion Friendly Network because they are military reunion friendly. They focus on providing services to military reunion groups that many other cities in the U.S. might not provide.

After the five original cities were selected, they were contacted for preliminary information that we could use to narrow down our choices to three cities. Based on this information, the following three cities made the finalist list. However, it is up to our "active" members to vote their choice for the 2011 reunion. Please look at all the information provided by each city and make your decision. You can mail this form back, or simply send an e-mail to Secretary@usscogswell.com with your choice. You may also wait until the reunion in Buffalo. If you are present, we will have the information, which was provided by the CVB's available for review. You may vote by filling out this form after you review the information, but not later than Sunday night, May 09.. We will announce the winner at our business meeting on Monday morning, May 10. Select ONE and only ONE city. Thanks. (Please do NOT contact anyone at the listed CVB's) The cities are listed alphabetically.

Name: _____

My vote for the 2011 reunion: Colorado Springs, CO Rapid City, SD Tucson, AZ

Initials: _____

Colorado Springs, CO

The Colorado Springs Convention and Visitors Bureau would like you to consider Colorado Springs for your next reunion.

Due to its rich military tradition, Colorado Springs is listed in the nation's **TOP 10** destinations as a location for military reunions. The words to "**America the Beautiful**" were written here after an inspiring trip to the top of Pikes Peak "America's Mountain."

The Pikes Peak region offers over 50 tourist attractions, of which the **TOP 3** are **FREE**... the U.S. Air Force Academy (security permitting), Garden of the Gods and the Olympic Training Complex.

SCENIC WONDERS

Royal Gorge Route Scenic Railroad, Pikes Peak Cog Railway, Cripple Creek & Victor Narrow Gauge Railroad, Garden of the Gods, Royal Gorge Bridge & Park, Seven Falls, Cave of the Winds, Cheyenne Mountain Zoo and many more.

MILITARY INSTALLATIONS

U.S. Air Force Academy and the Cadet Chapel, Peterson AFB and the Edward J. Peterson Air & Space Museum, Museum of Space Exploration at the John May Center and North American Aerospace Defense Command (NORAD).

HISTORIC WESTERN HERITAGE

Cripple Creek gold mines and casino gambling, Victorian Manitou Springs and historic Old Colorado City, Buckskin Joe Frontier Town, Ghost Town Museum, Flying W Ranch, Indian Cliff Dwellings with dancers, Western Museum of Mining and Industry, the ProRodeo Hall of Fame, Victorian Miramont Castle, Pioneers Museum, Rock Ledge Ranch.

HOTELS...

Colorado Springs has several hotels ready to meet your needs. Rates range from \$80 to over \$200.



Come discover all the adventures that await you in Rapid City & the Black Hills:

- Over 5300 sleeping room ranging in price of \$79 to \$129
- 5 major airlines fly to Rapid City and connect thru 6 major hubs
- Everything is within an hour of Rapid City
- Military reunion friendly city and hotels
- FREE airport shuttle service, FREE parking, FREE WiFi



Rapid City
SOUTH DAKOTA
Convention & Visitors Bureau
Real. America. Up close.

www.VisitRapidCity.com

Tucson, AZ

The **Tucson hotels** are offering rates from **\$59.95-\$99.00** for your 2011 reunion! Many of those rates include breakfast, airport transfers and complimentary meeting space! Your Hospitality gathering area will host the selection of beverages and snacks you provide! Take a look at some of the tour options! Please vote for Tucson! We would love to welcome you to our city!

Explore aviation history at **Pima Air & Space Museum**, home of the largest privately owned collection of historical aircraft in the country. From a full-scale model of the Wright Bros.' 1903 Wright Flyer, to a mock-up of the world's fastest aircraft, the X-15, this museum is sure to interest everyone. More than 200 military and civilian aircraft are here on display, along with engines, flight simulators, uniforms and other aviation memorabilia. You can step right into the restored Douglas DC-6, used by both Presidents Kennedy and Johnson during their terms of office. Some of the aircraft at the Pima Air Museum are on loan from the Smithsonian, the Air Force Museum and Navy. All of them are significant from both an engineering and historical perspective. Include a tour of **AMARC** also known as the "**boneyard**", plane storage on the Davis Monthan Air Force Base.

The **Titan Missile Museum** is now a national historic landmark. For over 20 years during the Cold War fifty-four Titan II missiles were maintained at the ready. They were kept loaded with propellants and nuclear warheads in their hardened underground silos. They had the ability to be launched within one minute from the time an order was received and manned by highly trained combat crews 24 hours a day. Their crews were always ready to act, awaiting an order that fortunately never came. In 1987 all Titan II missile complexes had been taken off alert. All were destroyed or dismantled, except for the lone number 571-7 Titan II missile resting in its 146 foot deep silo, as a testament to an extraordinary era.

The **Arizona Sonora Desert Museum** is recognized as a world-renowned zoo, natural history museum and botanical garden. This "living museum" houses over 1200 kinds of plants and 300 species of animals that live in enclosures designed to replicate their niche in the wild. Observe reptiles and invertebrates of the Sonoran Desert; observe mountain lions, Mexican wolves and black bears in the Mountain Habitat; explore the Cave and awe at 4.6 billion years of our planet's history in the Earth History Room; enjoy the Riparian Habitat with underwater viewing and aquatic exhibits. The Desert Museum also has a wonderful humming bird aviary where you may sit and watch these unique and amazing creatures. Your guests are sure to leave with a new found love, appreciation, and understanding of the Sonoran Desert.

Old Tucson Studios, built in 1939 for the western film "Arizona", is an authentically recreated frontier town. As your guests arrive, the characters of the old west, raucous cowboys and gunfighters along with saloon girls, greet your attendees and escort them to Town Square. Your guests feel the excitement as they follow the footsteps of famous movie legends – John Wayne, Kirk Douglas, Clint Eastwood, Elizabeth Taylor and Sharon Stone, to name a few. The park also features action-packed stunt shows and gunfights, rip-roarin' musical revues, guided studio tours, souvenirs and attractions for everyone. Experience the award-winning movie location that's been a Tucson favorite for decades!

The fabled "White Dove of the Desert", **San Xavier Mission**, was founded by Father Kino, a Jesuit missionary, in the early 1700's. Regarded as the best example of Spanish Moorish architecture in the United States, San Xavier was completed by local Indians under the direction of Franciscan friars. Standing stark white on the desert landscape, the Mission still serves as an active spiritual center and resides on the Tohono O'odham Indian reservation. According to archaeologists and anthropologists, peoples of many cultures have dwelled along the Santa Cruz River for perhaps 10,000 years. The Hohokam Indians were here between 300 and 400 A.D. The Pima and Papago Indians arrived in the 1500's. The Spaniards later arrived with Father Kino in 1761, and in 1821 Mexico gained their independence.

Commonly referred to as "the town too tough to die," **Tombstone** is the embodiment of the Old West. Starting with Boot Hill, you will view the final resting grounds of many a rough and ornery sort who weren't "too tough to die." Once in Tombstone proper, you will have time to visit such famous sites as the O.K. Corral, Bird Cage Saloon, Tombstone Epitaph and the Courthouse Circle 1890.

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

Email: Secretary@usscogswell.com

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

