

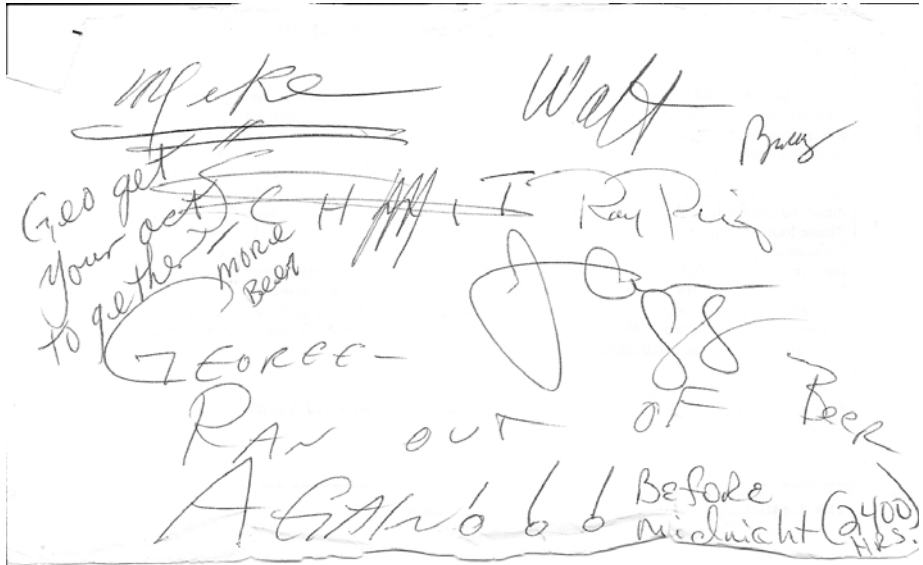
THE SCUTTLEBUTT



You Simply Can't Please Some People by George Overman

Just imagine that after spending hundreds or possibly thousands of hours planning a reunion only to get criticized by some individuals. However, I aim to please, so appropriate measures will be put in place to prevent these things from happening again, or at least minimizing the possibility. There were two incidents at the Buffalo reunion which I will review so everyone will know what kind of people are in your midst.

The official grievance sheet (pictured below) was presented to me on



(Continued on page 13)



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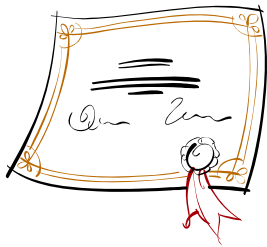
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USS COGSWELL DD-651 ASSOCIATION
 15TH NATIONAL REUNION
 TUCSON, AZ
 OCTOBER, 2011
 More information to follow later.

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

Vice President:

Pete Daggett
P O Box 177 (Mailing Address)
Metaline, Washington 99152
(509) 446-2000
VPresident@usscogswell.com

Secretary/Membership/Reunion Planner:

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

Treasurer:

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

Director—Don Miller Shipmate Locator

Alice Lincoln
10512 South 36th Ave West
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 "That's my bunk"!

By Frank Wille (Officer 63-65)

The reunion in Buffalo was another success for USS Cogswell Association. Some 70 members and guests attended the reunion and responses were very positive. Three days of camaraderie brought shipmates together to relive their experiences aboard Cogswell. The reunion room was busy all three days.

Most attendees visited Niagara Falls and enjoyed this natural wonder. You can get up close & personal with the water and the spray. The power companies can completely divert the water so none would be going over the Falls; the tourist department won't allow that. (It took me 2 days but I finally learned the answer to my question = where do the ships transit between Lake Erie & Lake Ontario? The Welland Canal connects the two lakes, using eight locks to navigate the change in elevation.)

The Buffalo city tour was a fun event. It started with a cruise adjacent to Lake Erie, including a lock lift. We eventually visited Buffalo's Naval and Military Park where they have three Navy vessels: a cruiser, a destroyer, and a submarine.

Most of us spent our time on USS The Sullivans (DD-537), a Fletcher class destroyer. While not an exact duplicate of Cogswell, most of the functional spaces were identical. I heard many exclamations: "that's where I worked" or

"that's my bunk". It was sure fun to relive our time aboard Cogswell with a visit to a ship of the same class. I know that our guests were amazed at how confined the spaces were.



Lyna & Frank Wille

At the banquet, we heard a stirring rendition of TAPS by Mike Adamsen; most thought it was a recording it was so well done. We were treated to a ditty by June Marheineke, wife of WW II shipmate, Joe. Who knew that we had such talent in our group. Thanks to both of you; it is always special when

(Continued on page 18)

FINANCIAL STATEMENT
 U S S COGSWELL DD651 ASSOCIATION
 APRIL 30, 2010 TO JULY 30, 2010

APRIL 30, 2010	CASH ON HAND OR IN BANKS	\$21,951.85
	DEPOSITS	
MAY 2010		\$ 1423.00
JUNE 2010		\$470.00
JULY 2010		\$148.00
	TOTAL DEPOSITS	\$2041.00
	DEBITS	
POSTAGE		\$12.85
George Overman	Reimbursed expenses	\$450.45
Reunion Expenses		\$7355.89
Returned reunion deposits		\$333.00
	TOTAL DEBITS	\$8152.19
	TOTAL DEPOSITS + CASH ON HAND	\$23,992.85
	MINUS EXPENSES	\$8152.19
	TOTAL	\$15,840.66
	CASH ON HAND (Bank statement 4/30/10)	\$15,840.66

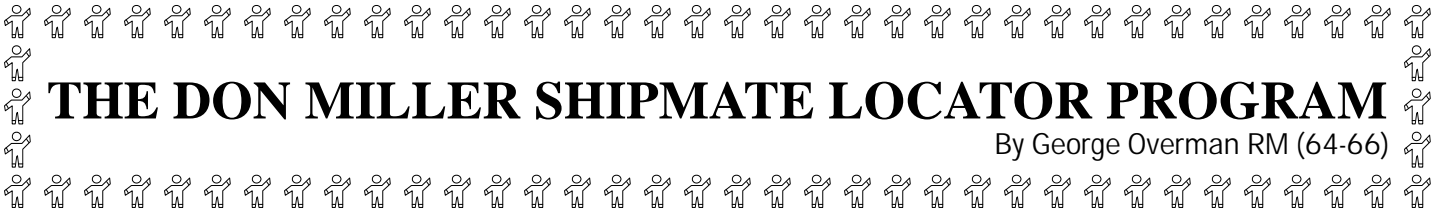
Mississippi River Cruise 2013?

by George Overman

An idea was proposed at the Buffalo reunion business meeting. Would members be interested in a Mississippi river boat cruise for our 2013 (Central Time Zone) reunion? We asked for a show of hands of those that might be interested in something like this. If I had to guess, there was at least a 95% (or could have been higher) positive response to this suggestion. This is only tentative until we get more information.

The riverboat industry has been hard hit by the recession. I know several companies have gone out of business. This was confirmed by Dick Longcoy during the meeting. I do have a brother who lives in the area and he has taken some cruises. In fact, he and my sister-in-law just took a small boat cruise up the Tennessee river. He said the boat was only about 2/3 full. He gave me the name of a contact for getting more information. Of course, being a retired Senior Chief *brownshoe*, I'm not sure how credible the information may be!

There will be more information in the next newsletter.



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



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 \$2.50 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!



USS COGSWELL ASSOCIATION DATABASE STATISTICS as of 08/01/10

Our database contains 3298 names total. Changes since 02/01/10 below

- Active = 257— down 9 (paid dues are current)
⇒ 100 Life Members
- Inactive = 1 - down 51 (have not paid dues for more than two years—house cleaning of these inactive members)
- New = 24— up 3 (New members found who were mailed a membership form, waiting for return.)
- Reactivating = 4 up 1 (Need to be contacted (Inactive members who are reactivating their membership)
- No Interest = 506— up 74 (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 = 312—up 15 (known deceased shipmates)
- Not Located = 2192—down 18 (continues to be the largest number in database - we still need help locating.)

New members Feb 01, 2010—Aug 01, 2010

Last Name	First	City	State	Years Aboard	Rank
CHANDLER	RICHARD	GRAFTON	OH	63-65	RM
CORDTS	FREDERICK	CENTEREACH	NY	51-54	SN
DELONG	HERBERT	SAN MARCOS	CA	61-63	ST
JOHNSON	DANIEL	LAKELAND	FL	65-67	TM
LYON	JOHN	SO DATONA	FL	FAMILY	
RUEHLE	RICHARD	CEDARBURG	WI	60-63	IC

Known Deceased since February 2010

Last Name	First	City	State	Years Aboard	Rank
ALDER	ROSS	SAN DIEGO	CA	65-66	BM
AHL	HAROLD		CT	51	SN
BEBOUT	GEORGE		PA	51	BM
BERCIK	ROBERT	STUART	FL	52-55	OFFICER
BLAIR	BOWEN	LAKE FOREST	IL	43-44	OFFICER
BRAZDA	ROGER	HORDVILLE	NE	60-62	GMG
BURGWARDT	MILFORD		NY	51	ET
CARRUTH	JOSEPH		MN	51	SA
CAYA	FRANCIS		NY	51	SN
CRISLIP	HUBERT		PA	51	SN
FULLMER	JACOB	OSGOOD	IN	56-60	MM
LYON	ARTHUR			45-46	SA
ROURKE	CHARLES	BOSTON	MA	43 (PO)	SA
WEST	CLIFFORD	SHREVEPORT	LA	45-46	MM
WHITLOW	WILLIAM	PRESCOTT	AZ	45-46	FN

PO = Plankowner



Notices:

I am sorry in being remiss in not notifying you sooner, but my beloved husband, William A. Whitlow, went home to be with his Savior on Nov. 7, 2008. Bill was very proud of his time in the Navy aboard the USS Cogswell. He loved his family, his Lord and his country. He lived a life as a servant, not only to his country but with 41 years in law enforcement. Sincerely, Lee Whitlow

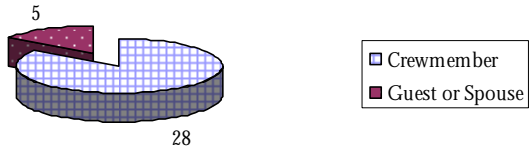
Tributes to Jake Fullmer:

I remember Jake very well he was a good MM and friend. We had a good bunch of guys during those years. Best regards to his family. Don Sharpe, MM 55-60

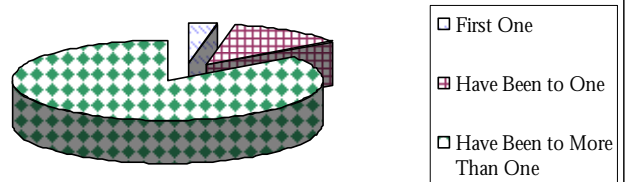
JAKE WAS ONE OF THE BEST PEOPLE I EVER MET. GOD BLESS HIM AND HIS FAMILY. Harold Stowell MM 58-60

Buffalo Reunion Survey Results

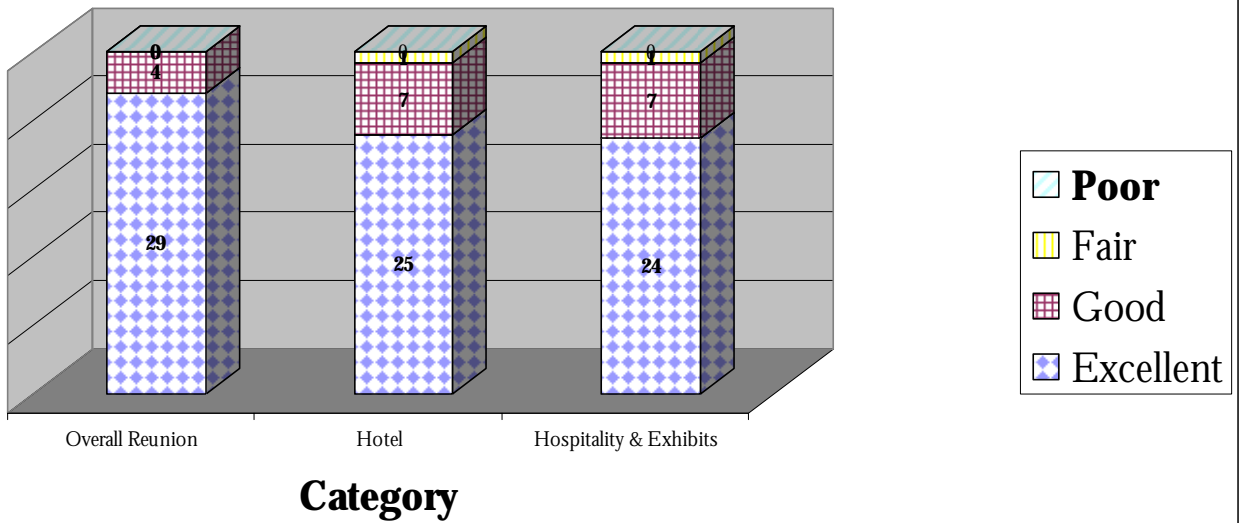
Response Makeup



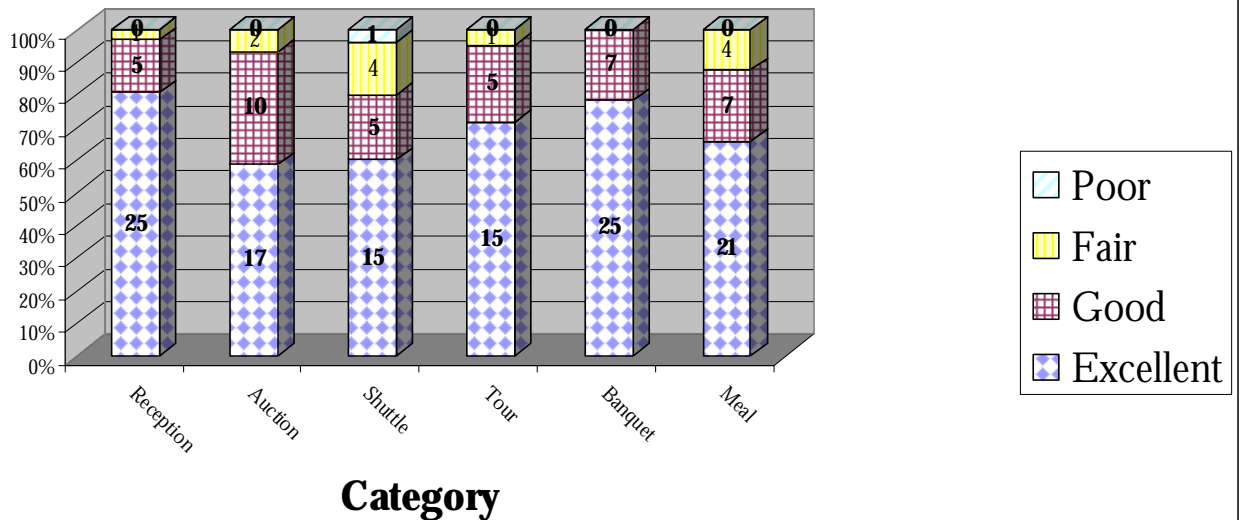
Previously Attended Reunions?



Ratings



Ratings



This piece was presented by June Marheineke at the reunion banquet and some folks requested a copy of June's material. This is only one of her presentations. Ed.

HEARTBEATS OF THE COGS

BY JUNE E. MARHEINEKE

MAY 11, 2010

Ladies and Gentlemen! I'd like a drum roll please or a 21 gun salute for all of you who went to war, in a U.S. Navy's sailor suit.

From every nook and corner in this great big U.S.A., in a grip of underwear and sox you stashed your dreams away.

A ditty bag for your toothpaste, some brushes and a comb. A frame not big enough to hold the loves you left back home.

Maybe it was the luck of the draw or the fickle finger of fate that lady luck put your sea bags down at the U.S.S. Cogswells gate.

Request permission to board sir! Meet the chiefs, change to jeans, find your sack, and eat your beans. Tin can sailors, much to learn, the head, the hatch, the bow and the stern.

Then from the port, or starboard side on new sea legs we walked the ocean wide.

A tin can sailor on the bridge, destined to walk the moon. Thru the fireworks of war, into Halseys feared typhoon.

Another hero, a sunken ship. For the Cogswell's log to keep the story of Tom Stealey. His awesome rescue from the deep.

From the Pacific, Viet Nam thru each Korean battle, we chased the ever changing crew to Pikes Market in Seattle.

When the "Now Hear This" whistle blew, the old salts jumped up from all they do. To pack a bag and go again, to see some buddies from way back then.

Not just Jim and Dan, George or Joe shake hands with guys you didn't know.

A party where you are free to crash. into a chief with a long mustache. Old Seadogs with a bit more weight, a lot less hair. Let's face it men, you're aged and rare.

Now it's been a blast, we've had a ball. I'd like to say **"GOD BLESS YOU ALL"**.

If the Cogswells Reunion in Tucson makes your eyeballs glitter, don't forget to contact George just make a call or twitter.

Well, I Never

I never was a Navy wife
I met him later on
I never got to send him off
Or miss him when he was gone

I never wrote love letters
To tell him news from home
I never sent care packages
To wherever he did roam

I never knew his shipmates
Well, at least not way back then
But now I hear the stories that start
"Hey, do you remember when?"

I've met some of his sailor friends
And I feel they're my friends, too
I never tire of hearing the tales
Of what they used to do

They talk, they laugh, and sometimes cry
(and they may try to hide it)
They're patriotic to the core
A better group - you won't find it

Attending the Cogswell reunions
Is a great part of my life
And it's better late than never to say
Proudly - I'm a "Navy wife"

*Terry Piez
Wife of Ray Piez
(EM, 64-67)*

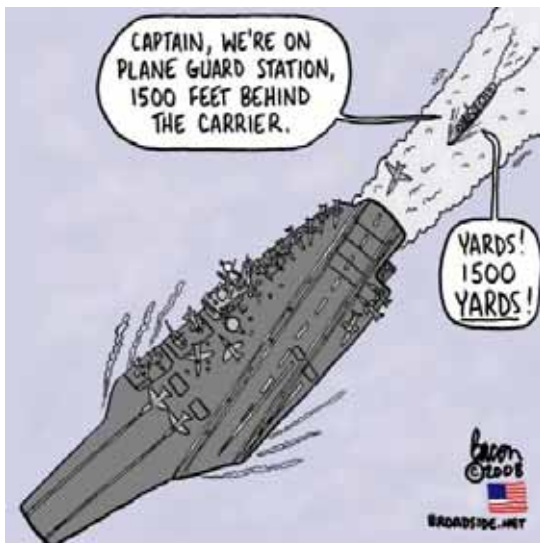


Old Time Communicators Southern California

By George Overman

We meet again! As always, it was a pleasure to meet up with Skipper Orlie G. Baird (64-65). We met at the OTC SoCal semi annual lunch meeting in May 2010 shortly after I returned from the Buffalo reunion. At least it was warm back in San Diego.

I keep trying to remember my Morse code just in case all else fails if one of those electro pulses they speak about does take place. The old (I mean former) RMs will be in high demand!



Why C.O.s don't get much sleep



The Captain began to rethink Standing Order #3: "When in doubt about anything at all, call the Captain."

Herb DeLong is a new Cogswell Association member who lives in the San Diego area (San Marcos). When I found out he served aboard the Cogswell twice (61-63 and 1970) I asked him to relate the history behind that. I also know that Herb is a National or International sharp shooter and we will get more on that story later. Ed.

My Second Tour Aboard Cogswell DD-651

By Herb DeLong

I was stationed aboard the USS Buck in 1970 when asked if I would be interested in helping out on 3 destroyers that we sold to the Turkish Navy. They wanted me as I had previously served on one of the 3 ships, the TCG Izmit (D-342) formerly the USS Cogswell, and knew the sonar equipment. I was "volunteered" and told to report to the ships at Hunter's Point in San Francisco. There was the TCG Izmit (D-342)/USS Cogswell (DD-651), TCG Iskenderun (D-343)/USS Boyd (DD-544) and TCG Icel (D-344)/USS Preston (DD-795) making up the squadron, with a compliment of about 900 Turkish personnel.



Problems arose immediately as none of the sonar men on the 3 ships spoke English and my Turkish consisted of "Hey you!" In order to teach the sonar equipment to them, I had to train a Boiler Tender that spoke English, how to use the gear and to then teach the Sonar Techs. SNAFU!

Discipline was extraordinary when compared to our Navy as there was zero tolerance for not following orders. We are talking firing squad punishments here!

Sleeping on board was not fun as they allowed liquor in their compartments and it seemed that someone would get drunk and barf on the bunks below them almost every night. They had no concept of body odor and believed that if they shaved (and they did) all their body hair off, there would be no smell. Needless to say, that didn't work... They would wear robes to the head and not take them off until they were in the showers with the curtains closed. They wouldn't expose themselves to each other. There usually was a fuss when I would stumble into the head with a towel around my waist.

They had this driving compulsion to marry an American girl so that they wouldn't have to return to Turkey. Their standard greeting of an American girl went like this, "Hello, will you marry me?" They were referred to as the Turkish Jerks around San Francisco.

They all wanted an American driving license and any Turk that spoke English would be put to work (for a price) taking the written tests at various DMV sites. Once they procured an American driving license, then they would be allowed a permit to buy an American car back in Turkey. These sailors would then sell those permits to rich folks in Turkey for around \$2000 American. There was a lot of counterfeit CA driving licenses bought and then sold for about \$50 to the sailors when they got to within 200 miles of Turkey. No one could tell the difference in the licenses there, and they could then get their permits.

These were a tight group of sailors and very loyal to a friend. Turkey had a mandatory service and there were sons of a few rich people aboard and they would be treated better than the officers...even though they were only seamen! They would get officer quarters, a ship's vehicle, BOQ, etc. Naturally, these were the ones I would hang out with, until I left the ships in New York and returned to California.

Took a trip to Turkey last year and met with a few of my former friends in Istanbul. They still were the same party animals with the same loyalties. I found out that all of those driving licenses worked...

My Son the Corpsman By Mike (Lewis) Hause



This my grandson. I attended his graduation at Great Lakes, IL last year. He wanted me in uniform

He was deported with the marine corp. to Afghanistan last week. He is Hospital Corpsman he requested to be assigned to the marines?????

The Uniform that I am wearing is a Coast Guard Auxiliary Uniform. I have been a member for the past 17 years. I volunteer my time over at the Coast Guard Training Base, Teaching recruits. I am over there every Wednesday morning at 0630 AM I have a different Company every week

I teach them Boat Crew Duties, duties of the Crew, Engineer, Coxswain, and I was never a Boatswain Mate Ha. This is a volunteer job that I am not paid for this. It keeps me out of trouble.

Your Old Shipmate Mike



The "Every Sailor a Deck Hand" campaign got off to a slow start.



Helmman with an attitude

In the last newsletter, I mentioned a trail running through one of Dick Lauk's fields in Lincoln NE. He had no idea what was making the trail..... So, taking my suggestion he set up a camera. Now all I need to know is when is deer season! George

It's Deer! Sent in by Dick Lauk

We set up a camera and it was deer. Did some research and deer make skinny trails like that, and it said they will use the same trail for years if they feel safe. Don't have any pictures. It was a cheap camera and the images were blurry. Basically you could only see a silhouette, the big ears showed up the most.

The collision of Cogswell (DD 651) with the cruiser Columbus (CA-74) (As I remember it!)

Richard L. Longcoy FT2

On the return north from the May 1957 area visit to Australia we were taking on fuel and supplies from the Columbus. We were starboard to the Columbus. Suddenly the Cogswell started to swing to starboard then just as quickly we went in toward the Columbus. This happened a second time. By now we had lost our position that had been approximately mid-ships to the Columbus and had fallen back.

As the Cogswell rapidly approached the Columbus for the second time, we slammed into the Columbus starboard screw guard. The Cogswell then went on an extreme starboard course pulling the fueling hoses from the input pipes, covering the port side with many gallons of the heavy crude, and tearing away all the tethered lines. I think the last highline transfer had just been completed.

We were lucky – no life threatening damage was noted. To my remembering, no steam lines were broken. The port side just received a caved in area.

We then headed to harbor in the Philippines so an underwater inspection and evaluation of damage could be performed. I don't remember if additional plates were added to the side with the damage at that time. Then off to Yokosuka.

The ship had recently been in the San Francisco area shipyard. The dry dock staging information was readily available. By the time we got to Yokosuka they had positioned a set of hull blocks in the dry dock and were waiting for us - we literally went directly in. At that time the Japanese economy was very favorable (still 360 yen to the \$) so a decision was made to fully redo the mess hall and food preparation/kitchen in the latest design of stainless steel while repairing the collision damage.

Here the story becomes "personal". Since this is all from my "fast fleeing memory" there is a bit of writer privilege regarding specific days involved. I think we got in on a Wednesday. Liberty was on Thursday/Friday. Then on Saturday a.m. a group of us had these terrific fevers. Also so did some of the Amen sailors. All of us were taken to quarantine sick bay at the Naval Hospital as the symptoms were something new. Was this sickness local? A possible epidemic as so many suddenly had it? or something brought in from one of our other stops prior? We were kept locked up for nearly the full duration of the dry dock stay even though most were well after a few days of treatment.

We were the first casualties of the 1957 "ASIAN FLU" !!

So my visits to the "big Japanese cities" never took place.



(Continued from page 1)

Monday morning by Walt Dziedzic who was the senior person present during this situation. As an officer and gent...., as an officer and ge.... As an officer, I would have expected him to talk to the individuals involved to avoid hurting my extremely sensitive feelings. However, he chose, instead, to sign the grievance sheet along with Mike Adamsen, Ray Piez, Gale Sessions, and a couple of other unidentified people..

When I left the hospitality room around 2230 the night before there was approximately 10 gallons of beer in the keg they were consuming. If my numbers are correct, there were 5-6 people left in the room, so that computes to somewhere between one and two gallons per person. That should have been sufficient to last until closing and even having a bit left over for a hangover helper the next morning. What I didn't count on was that we had some professional beer drinkers in our group. (lushes)

As I aim to please as previously stated, I am going to issue a two gallon IV bag filled with beer, along with flexible tubing and a catheter to each of these individuals. As you can probably imagine, I will be the one who gets to insert the catheters and in a position of my choosing. Bend over gents!



Then there was the other person who I won't identify to avoid embarrassment.

However think →



This individual was troubled with the idea that the "men's head" was too far from the hospitality room. He was worried that he would piddle in his britches before he made it to the facilities. Again, I only want to make sure we avoid or minimize these issues for future reunions. I will have available to those who need them a similar product that was worn by a female NASA astronaut who drove non-stop all the way from Houston to somewhere in Florida to take care of some personal business. I figure if they worked that well in this example, they sure as heck will work for the short distance from the hospitality room to the "head".



If that still will not work, then we will place another device in the hospitality room behind a curtain as backup.

Please rest assured that I am doing everything possible to make your reunion event enjoyable!



Can you folks pick out Mid'n Wally from 1956?

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:

September 11, 2010

Albany/Upstate, Best Western Sovereign, Albany, NY

September 18, 2010

Rocky Mountain, Embassy Suites Denver Southeast, Denver, CO

September 25, 2010

Tri-State, Radisson Hotel Pittsburgh, Pittsburgh, PA

October 2, 2010

New England, Hilton Garden Inn Burlington, Burlington, MA

October 9, 2010

Western States, Handlery Hotel & Resort, San Diego, CA

October 23, 2010

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

Field Days:

October 14-17, 2010

USS JOSEPH P. KENNEDY (DD-850) Fall River, MA

October 21-24, 2010

USS KIDD (DD-661) Baton Rouge, LA

USS KIDD DD-661 FIELD DAY

By George Overman



I have been wanting to do one of the museum ship field days for many years. While talking with Mack Stringfield at the Buffalo reunion, he stated that he goes to the Kidd field day every year.

We decided to get together this year and do the field day in October. I think this will be a fun adventure. I am choosing not to sleep on board so I don't have to listen to a bunch of old men snoring and making other noises. If anyone is interested in joining us give me a call so we can hook up.

The picture is of Bruce Kittredge who has done the field day events on the Kidd many times. This picture is on the USS Kidd web site.

Sent in by Pete Daggett

Jim was just out of Navy boot camp, and was on his first ship. About two hours out of port, he began to get a bit ill from the motion of the ship. He approached an ensign, also just out of training and on his first cruise. He saluted and said, "Excuse me sir, I am feeling seasick, and I wondered if I may have permission to go downstairs to the dispensary."

The ensign returned his salute and replied, "Sailor, you are in the Navy now. You don't go downstairs, you go below! There is no dispensary on this ship, there is sickbay. Not only that, that is not the floor, it is a deck, that is not the ceiling, it is the overhead, that is not a pillar, it is a stanchion, that is not a water fountain, it is a scuttle- butt. If I ever hear you using civilian words instead of Naval jargon, I will throw you out of that little round window over there."



Sent in by Walt Dziedzic.

Below story of the P-Coat received from the Great Smoky Mountain Base Newsletter.

One of God's Better Inventions :

You remember them: those ton and a half monsters that took the annual production of thirty-five sheep to make. Those thick black rascals with black plastic buttons the size of poker chips. The issue coats that drove shore duty chief petty officers stark raving nuts if they caught you with the collar turned up or your hands in your pockets.

"Hey, you rubber sock, get those damn hands outta them damn pockets! Didn't they issue you black leather gloves?" So, you took your hands out of your pockets and risked digital frostbite rather than face whatever the Navy had in store for violators of the 'No Damn Hands In Peacoat Pockets' policy. There's probably a special barracks in Hell full of old E-3s caught hitchhiking in sub-zero weather with hands in peacoat pockets.

As for those leather gloves, one glove always went missing. "Son, where in the ' hell are the gloves we issued you?" We? I don't remember this nasty, ugly so-n-so being at Great Lakes, San Diego, Orlando or Bainbridge when the 'jocks and socks' petty officers were throwing my initial issue sea bag at me and yelling, "Move it!!"

As for the gloves, once you inadvertently leave one glove on a bar stool or on the seat of a Greyhound bus, the remaining glove is only useful if a tank rolls over the hand that fit the lost glove.

In the days long ago, a Navy specification peacoat weighed about the same as a flat carload of cinder blocks. When it rained, it absorbed water until your spine warped, your shins cracked and your ankles split. Five minutes standing in the rain waiting on a bus and you felt like you were piggy-backing the Statue of Liberty. When a peacoat got wet, it smelled a lot like sheep dip. It had that wet wool smell, times three. It weighed three and a half tons and smelled like 'Mary had a little lamb's gym shorts.

You know how heavy a late '40s pea coat was? Well, they had little metal chains sewn in the back of the collar to hang them up by. Like diluted Navy coffee, sexual sensitivity instruction, comfortable air-conditioned bungalows, patent leather plastic-looking shoes and wearing white hats configured to look like bidets, the peacoat specification has been watered down to the point you could hang them up with dental floss.

In the old days, pea coat buttons and grocery cart wheels were interchangeable. The gear issued by the U.S.. Navy was tough as hell, bluejacket-tested clothing with the durability of rhino hide and construction equipment tires. Peacoats came with wide, heavy collars. In a cold, hard wind, you could turn that wide collar up to cover your neck and it was like poking your head in a tank turret.

The things were warm, but I never thought they were long enough. Standing out in the wind in those 'big-legged britches' (bell bottoms), the wind whistled up your cuffs and took away body warmth like a thief. But, they were perfect to pull over you for a blanket when sleeping on a bus or a bus terminal bench. Every sailor remembers stretching out on one of those oak bus station pews with his flat-hat over his face, his head up against his AWOL bag and covered with his peacoat.

There was always some 'SP' who had not fully evolved from the apes, who poked you with his billy club and said, "Hey, you! Get up! Waddy think yer doin'? You wanna sleep, get a room!"

Peacoats were lined with quilted satin or rayon. I never realized it at the time, but sleeping on bus seats and station benches would be the closest I would ever get to sleeping on satin sheets. Early in my naval career, a career-hardened (lifer) first class gunner's mate told me to put my ID and liberty card in the inside pocket of my peacoat.

(Continued on page 19)

Sent in by Orlie G. Baird

Just received this info from a person doing a history of the Destroyer Rupertus (DD-851). I thought some of the sites might come in handy. Below are some Navy related web sites you should have in your Favorites. I will be adding to this list and let you know where to look for Rupertus related items. Give them a try. Gene Harper has already posted lots of pictures of the Rupertus on Hullnumber.com. Take a look.

Navy Veterans, Retirees and Shipmates: If you are a ex-true/blue Navy man, these Web sites should interest you, particularly those of you who served at sea onboard ships. I put out some of these about 9 years ago. They are still here for your benefit. Some of you may already have them.

<http://www.hullnumber.com/> (find former crewmen; list is extensive)

www.navy.mil (Official US Navy web site)

<http://www.nvr.navy.mil/> Naval Vessel Register

Where is my old ship now?

<http://www.nvr.navy.mil/nvrships/NAME.HTM> Naval Register by Name

<http://www.navy.mil/navydata/ships/lists/decoms.asp> Decommissioned ships

Where is my ship?

Find a shipmate:

<http://www.veteransearch.com/>

List of homeports and the ships assigned (current)

<http://www.navy.mil/navydata/ships/lists/homeport.asp>

DOD Dictionary of Military Terms

http://www.dtic.mil/doctrine/dod_dictionary/

USNO Master Clock Time

<http://tycho.usno.navy.mil/what.html>

Vietnam Veterans Memorial Wall

<http://thewall-usa.com/>

Welcome to 411 Locate !!<http://www.foxfall.com/cwm.htm>

<http://www.411locate.com/>

List of Navy Ships Alphabetically with their homeports.

<http://www.chinfo.navy.mil/navpalib/ships/lists/shipalfa.html>

Switchboard: The Internet Directory

<http://www.chinfo.navy.mil/navpalib/ships/lists/shipalfa.html>

The Wall on the Web

<http://www.vietvet.org//thewall/thewallm.html>

Cold War Medal (Some of you may not be aware)

<http://www.foxfall.com/cwm.htm#OBTAIN> (read it thoroughly)

Deck Logs and Muster Rolls

<http://www.foxfall.com/cwm.htm#OBTAIN>

United States Navy Mortuary Affairs Burial At Sea Program

<http://www.news.navy.mil/navydata/questions/burial.html>

Deck Logs and Muster Rolls

<http://www.ibiblio.org/hyperwar/USN/USN-ref.html>

List of United States Navy ratings (should be current - some have merged and some have been changed)

http://en.wikipedia.org/wiki/List_of_United_States_Navy_ratings

The Official White Pages

<http://www.whitepages.com/>

Military Funeral Honors (History of Taps)

<http://www.militaryfuneralhonors.osd.mil/intro.html>YNCS

List prepared by Don Harribine, USN(ret)

Sent in by Walt Dziedzic

One last class before graduation at the Naval Academy and the instructor gave out one final assignment.

"Given: one metal pole, two bags of cement, a selection of shovels, a wheel barrow, and other tools necessary, One Navy Chief, one Petty Officer and a selection of Seamen. One USA Flag and 100 feet of line.

Describe the process you take to erect the pole so that a flag hung from it can be seen from X number of feet away. You have two hours to complete this assignment. Begin!"

The almost-Ensigns began to write with concentration. At the end of two hours, the Instructor called time and collected the papers. Paging through the papers, he announced the grades. "Ladies and Gentlemen, there are some thorough and detailed responses here, but only one response ranks an "A", I would like to read it to you. I predict that this young man will go far in his Naval Career.

In order to erect the flag pole, I would do the following: I would say, "Chief, put up the flagpole" and then I would leave the area.

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Sent in by John Chapman

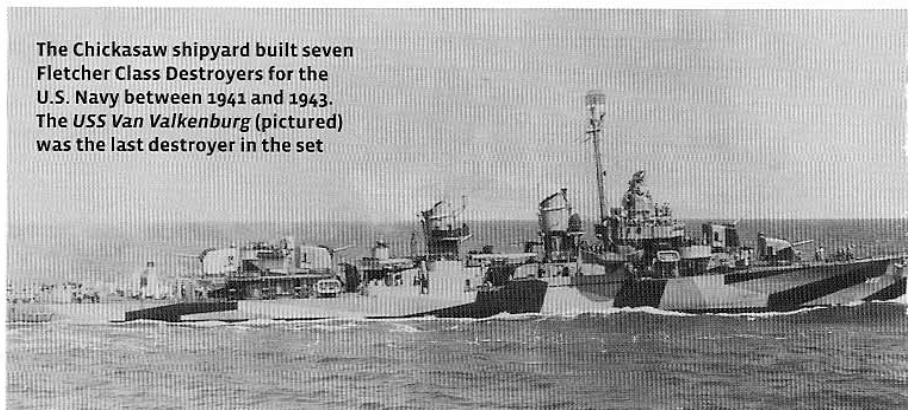
The Chickasaw Shipyard: The ups and downs of shipbuilding

The story of the shipyard in Chickasaw, Ala., is a classic illustration of the ups and downs inherent in shipbuilding.

In August 1917, Tennessee Coal & Iron Company, a division of U.S. Steel, bought 1,200 acres of land on Chickasaw Creek, north of Mobile, Ala., and developed not only a shipyard—Chickasaw Shipbuilding & Car Company—but also a community to support it and to provide housing for its workers. The shipyard was designed and developed by Federal Shipbuilding, the big shipyard in Kearny, N.J., which was also owned by U.S. Steel: it cost about \$30 million, of which \$20 million was provided by the Navy. It was designed as an assembly yard, like other World War I emergency yards, that would be fed with subassemblies produced by the U.S. Steel facility in Fairfield, Ala.

The war ended before the yard was completed, but they still managed to build 14 standard-design cargo ships for U.S. Steel. These were based on the U.S. Shipping Board's standard design #1037 but had 30-ton cranes and were strengthened for the carriage of outsize and heavy cargoes. U.S. Steel sold all 14 of them to the U.S. Shipping Board and they served through World War II.

The town that was built to support this shipyard was a lot more than just a bunch of houses. It was a planned community, with a town center, a business district that became a center for sur-



The Chickasaw shipyard built seven Fletcher Class Destroyers for the U.S. Navy between 1941 and 1943. The USS Van Valkenburg (pictured) was the last destroyer in the set

rounding communities and even sports and other recreational facilities. In 1921, however, the yard was closed and liquidated, and many of the new town's inhabitants moved away.

In 1940, when World War Two loomed, Mobile-based Waterman Steamship Company bought the empty yard and reestablished it as Gulf Shipbuilding Company. In the course of the next six years, the yard built 31 C-2 cargo ships and six R-2 reefer ships for the U.S. Maritime Commission, while simultaneously building seven destroyers, 29 minesweepers and an LSD for the Navy. Employment reached 15,000 and the little town of Chickasaw was swollen with temporary housing. After the war, the yard closed again but this time a property company bought the whole community and sold the individual houses to their

occupants.

Incorporated in 1946, the Town of Chickasaw is today a suburb of Mobile, but you can still see most of the shipyard village, which is now on the National Register of Historic Places.

The shipyard was revived for a third lease of life in 1979, in the offshore boom of that decade: Halter Marine built about 30 offshore service vessels and big tugs there before closing it again in 1983. Today, the facility is a cargo terminal.

So, a single shipyard had three operators, three periods of intense activity separated by longer periods of total inactivity. There is no way that any of the three owners of this shipyard could have come close to recovering their investment. But that is life in the shipbuilding industry.

ML

photo courtesy of navsource.org

(Continued from page 3)

some of our own share their talents.

Your Executive Committee was reelected at the reunion - thank you for your vote of support. As always, George Overman deserves a sincere thank you from all of us for arranging the reunion. (Other organizations have to pay someone to plan their reunions; we get a better reunion with George doing it for us.) Planning is already underway for our Fall 2011 reunion in Tucson. I hope to see many of you there.

This is your Association - we welcome input from our members. Please contact me with any suggestions you may have. May each of you enjoy good health and continued success.

Frank Wille
Association President

Sent in by Walt Dziedzic

Two Navy Chiefs are getting ..it-faced at the Club when suddenly one of 'em throws up all over himself. "Damn, now my wife will kill me!"

The other chief says, "Don't worry. Just tuck a twenty in your breast pocket and tell your wife that someone threw up on you and gave you twenty dollars to have it dry-cleaned."

So they stay for another couple of hours and get even drunker. Eventually they stumble out and go home and this chief's wife starts to chew his ass out. "You reek of alcohol and you've puked all over yourself! My God, you're disgusting!"

Speaking very carefully so as not to slur his words, the chief says, "Now way a mint, I can splain everthin. Ish snot wha jew think. I only had a cupla drrrinks. But thish damn Marine ga ssick on me. He had one too many and he juss koudin hold hizz liquor He said hes was verry sorry an' gave me twennie bucks for the cleaning bill!

His wife looks in the breast pocket and says, "But this is forty bucks.' Oh, yeah I almos' fergot, he ..it in my pants, too.

Rebuttal

by George Overman

I just had to send the above joke to my brother who is a retired Senior Chief. This was his reply.

It could not have been a Navy Chief.

CODE FOR NAVY CHIEFS

1. Chiefs do not drink.
2. If a Chief should happen to drink they will never get drunk.
3. If a Chief should happen to get drunk they will never stagger.
4. If a Chief should happen to stagger they will never fall down.
5. If a Chief should happen to fall down they will immediately roll over to hide their rate so everyone will think they are an officer.

JEO, Retired Navy Chief



For reasons he never quite understood, the Ensign's first tour was a little "rocky."

(Continued from page 15)

"Put the sonuvabitches in that gahdam inside pocket and pin the damn thing closed with a diaper pin. Then, take your heavy folding money and put it in your sock. If you do that, learn to never take your socks off in a cathouse.

Them damn dockside pickpockets pat 'cha down for a lumpy wallet and they can relieve you of said wallet so fast you'll never know you've been snookered. Only an idiot will clam-fold his wallet and tuck it in his thirteen button bell bottoms.

Every kid above the age of six in Italy knows how to lift a wallet any fool pokes in his pants. Those little locals learned to pick sailor's pockets in kindergarten. Rolling Bluejackets is the national sport in Italy."

In Washington DC they have a wonderful marble and granite plaza honoring the United States Navy. Every man or woman who served this nation in a naval uniform, owes it to himself or herself to visit this memorial and take their families. It honors all naval service and any red-blooded American bluejacket or officer will feel the gentle warmth of pride his or her service is honored within this truly magical place. The focal point of this memorial is a bronze statue of a lone American sailor. No crow on his sleeve tells you that he is non-rated.

And, there are further indications that suggest maybe, once upon a time, the sculptor himself may have once been an E-3 white hat. The lad has his collar turned up and his hands in his pockets. I'm sure the Goddess of the Main Induction laughs at the old, crusty chiefs standing there with veins popping out on their old, wrinkled necks, muttering, "Look at that S.O.B. standing there with his collar up and his damn hands in his pockets. In my day, I would have ripped that jerk a new one!"

Ah, the satisfied glow of E-3 revenge. Peacoats -- one of God's better inventions.

From: "Heather Bollinger" <hkbollinger1@hotmail.com>

To: president@usscogswell.com

Sent: Thursday, August 5, 2010 11:03:48 AM

Subject: USS Cogswell membership information

To Whom it May Concern,

My name is Heather Bollinger. My great-uncle, Noble Hundley, served aboard the USS Cogswell during World War II, and was killed by a rogue wave aboard the vessel in 1944 near the Philippines. I have recently found out that this was the vessel that he served on, and I came across the USS Cogswell Association's website. I am interested in finding out if I am eligible to join the association. My Uncle Noble has no living relatives, except for my grandfather and great-aunt, who were his niece and nephew (making me a great-niece to Noble). So, I am not a direct descendant, but I am very interested in joining the association and finding out more about the vessel and the work that it did during the war. I am also an historian and genealogist, so this information is vital in my understanding of my family history. Please let me know if either I or my grandparents would qualify to join the association. I appreciate your time.

Thank you,
Heather Bollinger

From: "Gary E. Lawson (Portland)" <Gary.Lawson@va.gov>

To: President@usscogswell.com

Sent: Tuesday, August 17, 2010 3:08:27 PM

Subject: USS Cogswell member.

Good day, my name is Gary Lawson, work at the VA Medical Center in Portland. I've been employed here for 23 years. I'm sending this message as the son of crewmember, Ronald Lawson, who passed away in the 1980's. I was actually born in 1953 while my father was aboard ship. I just want you and your members to know how much my father's time on the crew of the USS Cogswell meant to him. I'm very glad to find that you have an active association and would very much like to hear from any of his shipmates who remember him.

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

Email: Secretary@usscogswell.com

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



RADM, James
K. Cogswell

CAPT. Francis
Cogswell

