

THE SCUTTLEBUTT



USS COGSWELL DD-651 15TH NATIONAL REUNION OCTOBER 10-12, 2011 TUCSON, AZ



The 15th National reunion is being held in Tucson, AZ on October 10-12, 2011. The venue for our reunion is The Hotel Arizona. The hotel is located downtown next to the convention center and near many other activities.

The room rate for our event is \$86/night plus tax for either a king or two queen beds and includes a full American breakfast and airport transportation. This price is also good +/- 3 days before or after the event. The king room allows for a bit more room than the two queens if you prefer a little more space. Book early if you definitely want a king room.

Reservations can be made by phone at 800-845-4596, just ask for the USS Cogswell block. If you wish to book on line, go to the hotel website www.thehotelarizona.com then go to the group function and the group code will be—COGS.

The remainder of the reunion information will delivered by e-mail or post mailed to each member no later than early March. This will include all the available tours and special activities we have planned.

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ATTENTION!!

If you have not received an e-mail message from the Cogswell Association in the past month it is probably because we do not have your valid e-mail address on file. Please send us your current e-mail address if it has changed recently. We are getting a lot of bounced messages. (bad addresses). Send current e-mail address to: Secretary@usscogswell.com



NOW HEAR THIS SHIPS STORE NOW OPEN

Orvil Williams, your treasurer, has several Cogswell Association items for sale. These may include hats, shirts, and other items. However, due to the rapid changeover of this material we will not publish which items are available. For up to date information on which items are available please send an e-mail to Orv at orvew@msn.com or give him a call at **(515) 674-3800**. We know he is standing by and waiting for the contact. Orv also brings a huge selection of items for sale to each reunion.



President's Message Heave To And Trice UP

By Frank Wille (Officer 63-65)

OK, time to "heave to and trice up". Call the Hotel Arizona and make your reservations for Oct 10,11,12 so you can join us at the next Cogswell reunion. We have a block of rooms, at a great rate; get yours now while they are still available at this rate.

Your Executive Committee has taken an aggressive position to help find former shipmates. We are using the Tin Can Sailor locator service to help find those who once served aboard Cogswell. The charge is \$10 per "found" shipmate, either living or deceased. We are being careful with the Association's money by controlling the number of names we submit and choosing those most likely to be found. We will review the results after the first 100 found shipmates. (additional information about this effort is in this newsletter; see how you can help.) Early results look promising; we have several new members because of this effort. One shipmate from the late 1950's called me to say "thank you for finding me; this is the best news I've had in quite some time". He had moved from his hometown and had eluded our earlier efforts to find him.



Enjoy this newsletter. I consider it one of the best ship newsletters available. It is due to the hard work of George Overman and because of the contributions of you, our members. Be sure to thank George when you see him. Tin Can Sailor (TCS) Association also has a newsletter that is fun to read. If you don't belong already, please consider joining TCS. The sea stories will bring back many memories.

I look forward to seeing many of you in Tucson. Please keep in touch and tell us how you are doing.

Frank

Site Inspection Team Tucson

Your inspection team members for our Tucson reunion consisted of George Overman, Linda & Frank Cadell, RoxAnne Erickson (CVB) and Ken Kirkland. The Hotel Arizona was the final selection that we are sure everyone will enjoy. We were escorted and transported on the tours by our gracious Conventions and Visitor's Bureau representative RoxAnne Erickson.

We inspected one hotel on the first day in the afternoon and the other three the next day. Three of the four hotels scored very well. If anyone is interested in the process of inspection and selection contact George.



FINANCIAL STATEMENT
 U S S COGSWELL DD651 ASSOCIATION
 JULY 30, 2010 TO JANUARY 31, 2011

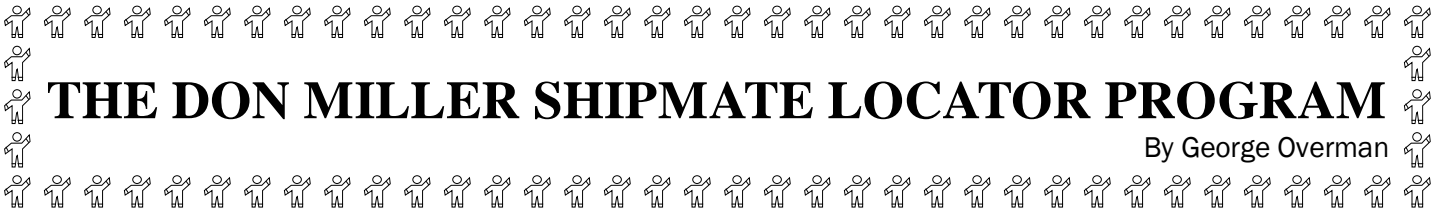
JULY 30, 2010	CASH ON HAND OR IN BANKS	\$15,840.66
	DEPOSITS	
AUGUST 2010		\$ 20.00
SEPTEMBER 2010		\$270.00
OCTOBER 2010		\$ 62.00
NOVEMBER 2010		\$ 0.00
DECEMBER 2010		\$195.00
JANUARY 2011		\$645.00
	TOTAL DEPOSITS	\$1192.00
	DEBITS	
POSTAGE		\$ 49.15
George Overman	Reimbursed expenses	\$1697.61
	TOTAL DEBITS	\$1746.76
	TOTAL DEPOSITS + CASH ON HAND	\$17,032.66
	MINUS EXPENSES	\$1746.76
	TOTAL	\$15,285.90
	CASH ON HAND (Bank statement 1/31/11)	\$15,285.90

RIVERBOAT CRUISE FOR 2013 REUNION

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? Although we had a positive reception to the idea, the river boat industry is all but shut down at this time and will be for the near future. This is a message I received from Vacations to Go who schedule many of the riverboat cruises. Sorry folks, but we cannot wait and "hope" the boat is completed and providing tours. The committee is working on the 2013 reunion to select three venues to vote on. This vote will be available in the August newsletter.

Thank you for your inquiry. Since the company operating the Delta Queen steamboats shut down two years ago, no one has offered Mississippi River cruises though one company offers sailings on tributaries and canals with a few hours spent on the Mississippi. However, I am delighted to tell you that an all-new riverboat is under construction for the Mississippi and will begin sailing in 2012, in time for your reunion. I expect prices and itineraries will be released in the first half of 2011, and we will post them on our site, MississippiRiverCruises.com as soon as they are available. Please check back with me (or visit the site) in a few months and we will be delighted to help you plan your reunion. Best wishes! Sincerely, Alan Fox Chairman & CEO Vacations To Go



THE DON MILLER SHIPMATE LOCATOR PROGRAM

By George Overman

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

In order to bolster their activity, we have begun utilizing the services of “Jerry” who is working with Tin Can Sailors to provide searching help. He volunteers his time and TCS receives \$10 for each member located (deceased or living).



Don & Arlene Miller

The Association committee elected to set aside \$1000 to look for new members.

We continue to have over 2000 former shipmates who have not been located. Our preliminary focus will be on those members who were aboard in the 60’s.

However, we need donations to keep this service going. Any donation will do. If you would like to find a particular group of people in a rating or particular year, we can do that for a minimum \$100 donation.

As of the date of this newsletter we have located **93** of our missing members, have signed up **3** new members and still have **39** membership forms out to prospective new members.

Again, we think this program is worthy and in order to continue our efforts we need donations for the search activities. You can make a check out to the

USS COGSWELL DD-651 ASSOCIATION

and mail to

USS COGSWELL DD-651 ASSOCIATION

PO BOX 6098

OCEANSIDE, CA 92052-6098

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 print and mail a hardcopy is approximately \$2.50.

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 02/01/11

Our database contains 3300 names total. Changes since 02/01/2011 below

- Active = 240— down 17 (paid dues are current)
⇒ 102 Life Members
- Inactive = 15 - up 14 (have not paid dues for more than two years—house cleaning of these inactive members)
- New = 39— up 15 (New members found who were mailed a membership form, waiting for return.)
- Reactivating = 5 up 1 (Need to be contacted (Inactive members who are reactivating their membership)
- No Interest = 517— up 11 (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 = 374—up 62 (known deceased shipmates)
- Not Located = 2111—down 81 (continues to be the largest number in database - we still need help locating.)

New members August 01, 2010—February 05, 2011

Last Name	First	City	State	Years Aboard	Rank
BAKKE	SYLVIA	EUREKA	CA	SPOUSE	
BOLLINGER	HEATHER	COCOA	FL	FAMILY MEMBER	
BRENINGER	ROY	CHINO HILLS	AZ	69	GMG
CONKLIN	JACK	WOODLAWN	VA	69	RM
PERNO	HOWARD	SANTA FE SPRINGS	CA	44-45	SA

Known Deceased since August 2010

Last Name	First Name	City	St	Years Aboard	Rank
ABLES	JAMES	RIDGE SPRINGS	SC	60-62	BT1
ADAMS	CHARLES	LAKESWOOD	WA	43-45 (PO)	RM3
ADKINSON	OSCAR	LAKELAND	FL	53,54	EM1
ADRIANO	RODOLFO	ANNAPOLIS	MD	68,69	TN
AHRENBERG	ALLEN	BALTIMORE	MD	53,54	SA
ALFONSO	BENNY			51	SN
ALFSON	WARREN	WISNER	NE	40's	LT
ALLEN	LYLE	MOORPARK	CA	45	SM3
ALLEY	LAWRENCE	FORT WORTH	TX	55-58	SN
AMAN	ALBERT			45,46	MM2
AMICK	ALBERT	LEXINGTON	OH	52,53	FN
AMOS	ROBERT	SEYMORE	IN	52-54	RD3
ANDERSON	EUGENE	WARWICK	RI	53,54	SA
ANDERSON	JAMES			45,46	CK2
ANDERSON	IRVING			51	GMM3
ANDERSON	JIMMY			60	FN
ANDRY	JOHN			51	HMC
ANSLEY	RUDOLPH	PASADENA	CA	43 (PO)	MM2
ANSTEAD	CARL			52	EM1
APPERSON	JAMES	PARKER	VA	52-54	GM2
ARBUCKLE	DAVID			54	RMSA
ARCHIBALD	LAWRENCE	NEW YORK	NY	43 (PO)	SN
AREVALO	ARTEMIO			55	TN
ARNOLD	EDWARD	NEW ORLEANS	LA	43 (PO)	MM1



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ASUNCION	BENEDICTO	PATEROS RIZAL	PHIL	60,61	
ATKINSON	BILLY			51	YNT2
AURE	EDGARDO	MENDEZ NUNEZ CAC	PHIL	58-60	FN
AUSTIN	WILLIAM	BALTIMORE	MD	44	SA
BAILEY	PHILIP	TUCSON	AZ	68,69	LT
BAKKE	DENNIS	VENTURA	CA	66,67	GM3
BARKER	EDWIN			62	BM1
BAZA	VINCENTE			60	FN
BERCIK	ROBERT	STUART	FL	52-55	LTJG
BERG	HARRY	PORTLAND	OR	60-62	SN
BERRYMAN	JESSE			62	YNC
BEWIGHOUSE	KENNET	NORTH BERGEN	NJ	62-64	SN
BICKERTON	NEIL		NY	68,69	SN
BLACKMON	HARLEY			68,69	SN
BLOYD	GLENN	SAN FRANCISCO	CA	62-64	SN
BOSSLER	THOMAS	APOLLO	PA	53-56	LTJG
BOWMAN	HERSCHEL	GUILFORD	MO	60,61	
BOWMAN	JAMES	EL PASO	TX	60,61	FA
BOYER	DALE	TUSCON	AZ	60-62	SN
BROOKS	CHARLES	GRANITE	OK	60,61	
BUFFY	GEORGE	MENLO PARK	CA	60	YN2
BURRESS	RICHARD	UNION CITY	TN	60,61	GM2
COATES	GERALD	NIAGARA FALLS	NY	52-54	QM3
COMER	JEFFERSON			67-69	MMCS
COURT	STANLEY	CODY	WY	43-45 (PO)	CM2
HOFFMAN	WILLIAM	FLUSHING	NY	52-59	BM3 (Longest aboard?)
IVY	KENNETH			55-57	SK1
JENSEN	GLEN	SAN DIEGO	CA	58,59	SK1
KERR	JOHN			56-59	SK3
PATTERSON	PETER	FRANKLIN SQUARE	NY	51-55	GM3
RANNEY	JAY	SPARKS	NV	65-68	RMC
SPIVEY	LEONARD	AUSTIN	TX	55-58	DK3
VALERIO	PATRICIO	SAN CARLOS	PA	60-62	SKC
WALKER	JOE	TUPELO	MS	62	FTC
WHATLEY	THOMAS	SYLVAN SPRING	AL	55-57	SK2
WRIGHT	EDMUND	OMAHA	NE	69	IC3
ZUPKO	JOSEPH	FLENSBURG	MN	60,61	SN

PO = Plankowner

The large number of names beginning with A & B are primarily due to the TCS locator service determining this crewmate's status as deceased.

My husband William C. Hoffman passed away on Saturday August 28th 2010 at 11:35 pm at Jamaica Hospital in Jamaica, NY. He or I won't be needing your nice booklet anymore, he & his long time friend Don Maddex went on the trip to Vegas & to Laughlin in 2005 & had a wonderful time, thank you for your work.

Sincerely, June Hoffman

I am not sure if you are the correct person to contact or not, but my father Elvin E. Godbee out of Orlando, Florida, served on the USS Cogswell during the Korean War. He had talked about the Reunion that happened earlier this year in May (2010), and he had wanted to go to it so badly. Unfortunately, due to financial and medical issues, he could not make it. He often told us of the stories when he was in the Navy, and I and my brother are very proud of him. Well he passed away this past weekend. He is buried at the Florida National Cemetery in Bushnell. If you need any information please feel free to contact me at 407-591-8160. I know that he had been in contact with some of his fellow ship mates, but unfortunately, I do not have their names or contact information.

Leah K. Williams



Name:

Thomas H. Bossler

Date of Death:

Dec 31, 2010

Category:

[Current Obituaries](#)

Age 79, of Washington Twp., died Friday December 31, 2010. He was born January 22, 1931 in Johnstown, to the late Edwin S. and Louise Hite Bossler. He was predeceased by his wife, Patricia Rerko Bossler in 1993 and a son Michael J. Bossler (13 yrs. old) in 1977, and two sisters Betty Dwyer and June Bossler. After graduating from Johnstown High School in 1948, he entered the Naval ROTC program at the University of Louisville. He served as an officer aboard a "tin-can", the USS Cogswill from 1953-1956 in Korean waters. After military service, he married in 1956, earned a Masters degree in Chemical Engineering in 1957 and began work with US Steel Research Laboratory in Monroeville, In 1966 he transferred to the Clairton Works and was a principal in installing the cryogenic processing of coke oven gas and also biological cleaning of waste water. He was named Chief Engineer at Clairton Works in 1975 and transferred to Central Engineering in 1980. He earned a Masters degree from Duquesne University in Biochemistry in 1980. He became Director of Engineering and Research and retired in 1998 after 41 years of service. Mr. Bossler was a past president of the Monroeville Toastmasters and a member of the American Legion, NRA, and VFW. He designed and with his son Tom, built an underground home in Washington Township. He is survived by his sister Edwina Bernat, a daughter Mary Louise (Don) Rugh of Gibsonia, a son Thomas (Barb) Bossler of Monroeville, a daughter Patricia (Fred) Schuler of Freeport, and a daughter Jennifer (Pete) May of Plum Boro; also survived by 12 grandchildren and 2 great-grandchildren. He is also survived by his dear friend and companion Helen Seibert. Friends received at the **GENE H. CORL INC. FUNERAL CHAPEL & CREMATION CENTER OF MONROEVILLE**, 4335 Northern Pike (1 block East of Mosside Blvd.-Rte. 48) (A Golden Rule Member). Visitation Monday and Tuesday 2-4 & 7-9 p.m. Mass of Christian Burial at St. Bernadette Church on Wednesday at 10 a.m., with Father Jim Salberg, as celebrant. Interment will follow in Good Shepherd Cemetery, Monroeville. In lieu of flowers, memorial contributions to the American Red Cross, Southwestern Pennsylvania Chapter, 225 Boulevard of the Allies, Pittsburgh, PA 15222, are greatly appreciated.

Jay A. Ranney

March 26, 1930

December 9, 2010

K7WYC

He was born in Denver, CO to Vern and Gretchen Ranney. He graduated from East High School and joined the Navy and served his country for 20 years. While serving Fallon, he met his wife Theresa. Upon retiring from the Navy, he worked for the Postal Service. He was an avid ham radio operator which led him to be involved with SNARS Search and Rescue, the Forest Service, Air Races and many other community activities. He was also a member of the Washoe Lodge #35, Scottish Rite and Kerak Temple and Easter Star. He is survived by his wife Theresa, children David, Ronald (Cindy), Edith (Eugene) and Frank; 8 grandchildren and 2 great grandchildren. Services will be held at a later date. Remembrances may be made to the Shriners Hospital, C/O Washoe Lodge #35, PO Box 256, Reno, NV. 89504.

73s and 88s

I feel like you do about Jay, as you know we served together on the Cogswell. George I would like to know how I can contact his wife. In fact, I am quite sure a lot of our members would like to know how to contact her. Yea, we will miss him at the reunions.

Al Burns

I'm sorry to hear the sad news. Chief Ranney was a good man and we'll miss him.

Thanks, Mark Coolidge

Sorry to hear about RMC Ranney. All of you RMs were great.

Paul Byrd

This is especially close to me as Jay was my chief when I was aboard in 64-66 and he was a good man to work for.

George Overman

ROLAND GLENN HENRICHS

Juneau resident Roland Glenn Henrichs died Nov. 7, 2009, at his home, after a lengthy illness. He was 65. He was born Sept. 1, 1944, to Raymond and Maxine Henrichs in Anchorage, where he lived until 1963, when he enlisted in the U.S. Navy.

After his discharge he stayed in the San Diego area working as an electrician until 1978 when he moved to Haines to take over his father's business, Lutak Electric.

The shipmate locator at TCS found a couple more interesting stories about these two individuals.

Warren Frank Alfson was a graduate of the Univ. of Neb. where he played football. He was drafted by the NFL team called the Brooklyn Dodgers [not a typo] in 1941 as the 149th pick overall and got to start and play

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Leonard E. Spivey *1937-2010*

Leonard Eugene Spivey, 73, was born on the 12th day of June 1937, in Waco, Texas, to Ivers P. Spivey, Sr. and Rose Ella Norris. In a "yours, mine, and ours" situation, Leonard was the youngest of 21 children. He graduated from Waco High School and then spent 3 years studying accounting at the University of Texas. He then spent 3 years serving in the United States Navy. Returning to Austin, he went to work for the Continental Bus Company as a

ticket agent. He retired after 36 years of service from the United States Postal Service. He finished his official public service from the Texas Department of Public Safety. Perhaps his most favorite "job" over the last 40+ years has been acting as Santa for his nieces, nephews, their children, the Bouldin families, day care centers, Matt's El Rancho Restaurant, and a multitude of Austin area children. Leonard was a member of the Baptist Church, serving as a Deacon and Sunday School teacher. He was a member of the Northeast Delwood Optimist Club for many years, coaching little league for about 18 years. He was a long standing member of the Postal Union and the Retired Postal Workers Union. He was also an avid Longhorn fan. He is survived by his wife, La Trelle Morriss Spivey, a loving and perfectly matched sweetheart, friend, and helpmate for 46 years. Also surviving Mr. Spivey are two brothers, Joe Spivey and wife Joan of Waco, Raymond Spivey and wife Margaret of Ft. Walton Beach, FL.; sister-in-law, Marilyn Spivey of Richardson; brother-in-law, Bill Morriss; sister-in-law, Francine Morriss; as well as many special nieces, nephews, and an abundance of friends who will miss him dearly. The family wishes to express their sincere gratitude to Leonard's entire medical team, the staff at Seton Hospital, the Staff at Cedar View Rehabilitation and Health Care, and the team of physicians at Medical Park Tower for the love and care given to Mr. Spivey. Friends are cordially invited to a visitation with the family from six-thirty until eight o'clock in the evening on Wednesday, the 22nd of December 2010, at the family's home. A graveside service is to be conducted at ten o'clock in the morning, on Thursday, the 23rd of December 2010 at Cook-Walden Memorial Hill Cemetery, Pflugerville. Serving as Pallbearers will be Ronal Nelson, Kenneth Aune, Bill Breed, Kenley Fortner, Mike Hutchings, John Roebuck, Joel Seffel, and Tommy Warner. Honorary Pallbearers will be Joe Spivey, Raymond Spivey, Bill Morriss, and Doug Milligan. Memorial contributions may be made to Any Baby Can, 1121 East 7th Street, Austin, Tx 78702

Condolences may be made at www.cookwaldenfuneralhome.com

Cook-Walden Funeral Homes and Cemeteries

6100 North Lamar Boulevard
Austin, Texas 78752
512.454.5611

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in 11 games before WWII started and ending his football career. He played as a guard and line backer.

Edward Henry Arnold

Thanks so much for obtaining indisputable evidence of Edward's service number. The 1010078 i.d. confirms he was assigned this number sometime during World War One and provides the key piece of evidence confirming that he was born on 10/25/1897 and died on 2/13/1969. He is addressed as Senior in some of the records. He is buried in Arlington National Cemetery Sect 51; site 2724. I surmise he must have left the Navy and reentered during WWII. Edward would have been 18 years old in 1915.

Edward Arnold was a Cogswell Plankowner Ed.

Tin Can Sailors Events

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 4-8, 2011

Sheraton National Hotel, Arlington, VA

Bull Sessions:

February 26, 2011

Jacksonville, Holiday Inn Express, Jacksonville Beach, FL

April 9, 2011

New Jersey, Crowne Plaza Monroe, Monroe Twp., NJ

April 16, 2011

Texas, Hilton Garden Inn, Ft. Worth North, Ft Worth, TX

May 14, 2011

Midwest, Regency Lodge, Omaha, NE

June 4, 2011

Upper Midwest, City Center Hotel, Oshkosh, WI

Field Days:

May 19-22, 2011

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

October ??, 2011

USS KIDD (DD-661) Baton Rouge, LA

The Perno Papers

Sent to us by Howard Perno, a new Cogswell Association member and WWII crewmember

9
 Name PERNO, Howard Jerome
 (Name in full, surname to the left)
 No. 725 58 07 Rate S2c
 Present
 Ship U.S.S. COGSWELL
 Ship or Sta.
 Rec. from USS PRAIRIE

While in a carrier task group participated in the supporting operations during the seizure and occupation of EMIRAU ISLAND, Admiralty Group, 20-25 March 1944.

Participated in the carrier task group strikes against PALAU ISLAND (30 March 1944), YAP ISLAND (31 March 1944), and MOLEAI ISLAND (1 April 1944).

Participated in the AA action against enemy aircraft during the night of 29-30 March, 1944, and 30-31 March 1944.

While in a carrier task group participated in the supporting operations during the seizure and occupations by U.S. troops at AITAPE, HOLLANDIA, and TAMALERA (22 April 1944).

Participated in the carrier task group strikes against SATAWAN and FONAPE (29 April 1944), and the Second strike against TRUK, (29 April 1944).

Serving outside continental United States for more than 60 days, in accordance with LNAV#32.

R.N. PERLEY, Jr., Lt. Comdr., U.S. Navy, Executive Officer.

9
 Name PERNO, Howard Jerome
(Name in Full, Surname to the Left)
725-58-07 Rate S2c V-6
(Service No.)
 Date Reported Aboard: 17 June 1943
U.S.S. PRAIRIE
(Present Ship or Station)
RS BOSTON, MASS.
(Ship or Station Received From)

3/5/44: Tran this date to U.S.S. COGSWELL for duty. AUTH: COMDESPAC ADM. REP. IN PRAIRIE Pers #3.

Date Transferred: 3/5/44
 To U.S.S. COGSWELL
O.A. KNERLAND, Captain, USN (1126)
Signature and Rank of Commanding Officer.
 Date Received Aboard: March 5, 1944
U.S.S. COGSWELL
(New Ship or Station)
U.S.S. PRAIRIE
(Last Ship or Station)
H. T. DEUTERMAN, Comdr., USN (1126)
Signature and Rank of Commanding Officer.

DUPLICATE
 FOR BuPers ENLISTED MAN'S JACKET

Well, I Was Almost Discharged

By Dan Pobuda MM 60-62

Little did I know that the events to take place on the 24th of October 1962 was going to be a day I'll never forget. I reported as a MM to the Cogswell, February 1960. After serving out my enlistment, finally expending all the beads on my "short timers chain", on the 17th October 1962, I was ordered to the Des Base at San Diego for discharge. Sometime after arriving at the barracks and getting assigned to a discharge company the news was going full bore with the events of the "Cuban Missile Crisis". Each night our President, John F. Kennedy would be live on television, trying to explain what was happening and having a verbal stand-off with the Russian Premier Krushchev; not allowing Russian Missile Sites on Cuba. I believe that this was the first time in history that a US President would appear on television everyday and address the nation as to the crisis taking place.

In the barracks we would gather around the TV in the recreation room and be litterly glued to the TV as to the events taking place; Russian transport ships with crates of missiles on the decks, plus U2 spy plane pictures of the missile sites being prepared for receiving the missiles, and most of us even though patriotic, were relieved that we were going to be discharged and at most had to report to inactive reserve to serve out our 6 year requirement.

On the evening news report of the 23rd, JFK said that he was contemplating sending the US Navy and other troops to form a "blockade around Cuba" to prevent any foreign missiles from reaching their destination. Incidentally, at 1600 hours on the 23rd, we were reassured that we would be discharged at 1500 hours on the 24th, so there was a lot of happy sailors, calling home, making arrangements for travel, etc. I don't remember the exact number of us in the discharge company, I think maybe around 45, but I do know that a lot of us watched the TV at the EM club with a pre-discharge celebration, talking about how lucky we were!!!

On the morning of the 24th, there was a lot of excitement in air when we reported for muster at the discharge headquarters. At 0800 hours we were singled out one at a time to talk to a recruiter for the possibility of re-upping for 4 or 6 years more with the bait of money and your guaranteed choice of assignment. One does not have to explain, as we all know what the Navy guaranty is; that it can be anywhere from 100% to 0% once you sign the paper!!

At release for lunch, we were told to return at 1300 hours and we would be mustered out by 1500 hours. At 1300 hours we returned to the discharge room and were issued our DD-214's to look them over for being correct and also to verify our mustering-out pay, unused leave and travel, to see if we felt the amounts were correct and if they were, we signed the agreement paper.

At 1400 hours a Ltjg and a Yeoman 1st Class came into the room and said they had made a mistake on the DD-214's and collected them. At 1500 hours they returned without the DD-214's and they informed us that as per President Kennedy, "The Commander In Chief", we all were involuntary extended for a period of 1 year!!!!!!! How long the silence in the room lasted I don't know, but after the silence there was a lot of noise to say the least. The Ltjg and the Yeoman 1st Class did a quick departure after saying that orders were being cut for everybody and none of would be allowed any communication with the outside world and none would be returned to our previous assignment. There were a number of men that had their wives or families waiting for them at the Des Base gate, and to this day, I don't know how they handled that. The only thing that I had to worry about was to keep up the payments for the clothes locker and storage of my motorcycle at the Harley shop in San Diego. Myself and 4 others were escorted by 2 armed MP's to our barracks to retrieve our "Sea Bags" and then put on a cattle car (base bus) and driven to Pier 1, San Diego and boarded our new home, the USS Gen Mann TAP 112. We were escorted, (I never cared for the Marines and this proved why), until we went up the gangplank and requested permission to come aboard and presented our orders. Immediately upon arrival, the Mann set the "Sea Detail" and not until we were a day out at sea that we found out that we were headed for the Panama Canal and then off-load troops at Guantanamo Base, Cuba, then join the ships on the blockade.

After spending my enlistment on the Cogswell, I found myself in a whole different Navy. On the Cogswell, I spent most of the watch time at sea 4 hours on and 4 hours off, or 6 and 6. On the Mann I was lucky to have a watch of 1-4 hour watch in 24 hours, sometimes even longer between. My medical records from the past didn't satisfy the Doctor on board so I had to repeat many shots which resulted in being sick for a few days. I had disposed of a lot of my uniforms on the Cogswell so my sea bag was depleted at the Des Base, but the Mann had quite a ships store compared to the Cogswell so I was able to get the new uniforms I needed. Being a MSTS ship, the Mann had a crew of 325 men and officers and 265 of the crew were minorities (stewards). Quite a contrast from the Cogswell!

After the crisis was over, on the way back to the West Coast we stopped for a week at New Orleans, then thru the canal again and had liberty on both sides and then to the Mann's home port at Treasure Island, San Francisco, where I spent 10 days waiting for all the paper work to catch up, so that I could be discharged again. A lot of the time waiting at T.I. was spent at the Base Clubs preparing for the unknown. This time the discharge happened! I spent approximately 2 additional months in a different part of the Navy, other places I hadn't seen before and was very happy to once again have a **DD-214 and mustering-out pay in my hands and outside the gate.**



USS KIDD DD-661 FIELD DAY

By George Overman

When we were in Buffalo at the Cogswell reunion, I mentioned to Mack Stringfield that I had always wanted to go down to Baton Rouge and join in the USS KIDD DD-661 Field Day. Mack surprised me by saying that he has been going there for several years and participating in the field day. The KIDD is tied up on the Mississippi river and rests in a cradle most of the time except when the water rises in the river. It then floats out of the cradle but of course is still tied up along the river bank. Mack also used to take boy scout troops there for an overnight sleep aboard, including his son who is now an Ensign aboard a destroyer.

So, I made my reservations and drove from CA to LA via Memphis and a visit with my brother. It was quite a trip as I am trying to travel mostly the old US highways. I put over 4000 miles on the old motorhome and a whole lot of money in the tank for diesel.

I met up with Mack on Wednesday evening. While participating in the field day, Mack would be sleeping aboard the Kidd, but I had decided to stay in my motorhome. I camped in an RV park about six miles from the ship. It was a bit inconvenient and I have made the decision to do a sleep aboard next time. Let them all suffer with my snoring.

On Thursday morning, we met up and went to breakfast with a few of the other guys where were checking aboard for the field day. Mack gave me a ride to the restaurant in a well taken care of Mustang and when I looked at the mileage I was blown away. It had just turned 200,000 miles. I could not believe it. Here is an update from Mack on his old car and his "new baby". I offered to break in the new car but he refused the offer.

I sure enjoyed the Field Day and look forward to next year. Also, enclosed are photos of the Mustang. As we discussed, it eclipsed 200,000 miles en-route to Baton Rouge. After I returned home it finally began to develop two mechanical issues and it was time to begin considering its replacement. Also enclosed are photos of my Birthday present which Sherri surprised me with. Yes, a 2010 Jetstream Blue Corvette Coupe. Just about the most fun thing I could have imagined driving.

You should notice the license plate on the Mustang. It will be going onto the new Corvette. I just wish he would let me break the car in for him.



Anyway, we had a great time aboard the Kidd being involved in cleaning and other duties. In the one picture, Mack and I are standing on the ramp to the ship. You can probably tell by the clothing who came to work and who came just have some fun. The other picture is of me in the radio shack. It just so happened that I heard a message coming in as soon as I entered the radio shack. So of course, I had to sit down and start copying the code on the typewriter. If you are wondering why there's no paper in the typewriter it should be obvious. It was a secret message!



The KIDD is configured very similar to the Cogswell and it brings back a lot of memories. We also got to share "sea stories" with other destroyer veterans who were there for the field day. I believe there were at least three KIDD crewmembers. Mack and I spent a little time (only to cool off from working) in the chief's quarters just trying to get a feel for where the chief's were always hiding.

I would like to encourage others to join us this October (date not determined) for the Kidd field day. I do know that Bruce Kittredge usually participates in this but could not make it last year. I have heard from another member who is interested, so we will have to make sure we get the info out to our members. This field day will take place a week or two after our reunion in Tucson.

Isn't History Fun

I never knew this before, and now that I know it, I feel compelled to send it on to my more intelligent friends in the hope that they, too, will feel edified. Isn't history more fun when you know something about it?

Before the Battle of Agincourt in 1415, the French, anticipating victory over the English, proposed to cut off the middle finger of all captured English soldiers. Without the middle finger it would be impossible to draw the renowned English longbow and therefore they would be incapable of fighting in the future. This famous English longbow was made of the native English Yew tree, and the act of drawing the longbow was known as 'plucking the yew' (or 'pluck yew').

Much to the bewilderment of the French, the English won a major upset and began mocking the French by waving their middle fingers at the defeated French, saying, See, we can still pluck yew! Since 'pluck yew' is rather difficult to say, the difficult consonant cluster at the beginning has gradually changed to a labiodental fricative F', and thus the words often used in conjunction with the one-finger-salute! It is also because of the pheasant feathers on the arrows used with the longbow that the symbolic gesture is known as 'giving the bird.'

And yew thought yew knew every plucking thing

2011 Navy Fleet Talk
Submitted by Joe Baer (Skipper 65-67)

As 2011 Gets Underway, here are things every Sailor, Active or Retired, should know: (Navy Times of 03 Jan. 2011) The coming year will bring big changes to Navy leadership, uniforms, physical fitness, pay and hardware:

Pay Raises: 2010 marked the first time in 11 years that Congress did not increase Active Duty Pay by more than the average in private-sector wages. And it was the second year there were no cost-of-living adjustments in Military Retired Pay. And, of course, it was the same for Social Security.

Next CNO: Admiral James Stavridis leads the pack to replace Chief of Naval Operations, Admiral Gary Roughead, whose term ends in the fall.

New Uniforms: Come January 1, no more utilities for Sailors and wash khakis for Chiefs and Officers. The blue-and-gray camouflage Navy working uniform will be the working uniform for all ranks. E-6 and below could also get a reworked version of their dress uniforms later in 2011. Navy leaders hope to improve the function of the white-and-blue "crackerjacks". Proposed changes would make both versions easier to wear, with side zippers on the jumpers. The pants would have hidden zippers, making the 13-button flap purely decorative. The whites would look more like the dress-blue uniform, with piping added to the sleeves and back flap. Cutlasses For CPO's Ceremonial cutlasses for Chiefs were approved this past year. The ceremonial weapon has a blade that is shorter, curved and thicker than a sword. The sword is mandatory for 0-4's and above when worn with the full dress uniform. The cutlass will be an optional ceremonial component of the Chiefs' dress uniform.

Enlisted Advancements: After three straight cycles with drops in overall petty officer advancement opportunity, Navy officials say the chance to move up has stabilized and should improve slightly in 2011. Record breaking retention is the main reason opportunity has slowed.

Navy Staffing: Navy staffing is expected to hold steady in the coming year before eventually making its way down to 325,000. As of 22 December there were 328,015 on active duty. The service had planned to drop to 322,000 by 2013, but leaders are rethinking the fleet needs.

Don't Ask, Don't Tell: With the repeal of "don't ask, don't tell," service members can expect 2011 to be the first years gays can serve openly in uniform.

Command Master Chief firings: Expect to hear more about command master chiefs getting into trouble in the coming year as MCPON Rick West calls for publicizing firings when they occur the same as is done in the case of commanding officers being fired. [Tomorrow a second and final report will be submitted covering planned changes in the fleet; ship numbers, females on subs and smoking on subs]]

FLEET SNAPSHOT

USS Enterprise An early deployment in 2011. This is expected to be the final deployment for this aged 50-year old carrier. She will be decommissioned when the new carrier, USS Ford, is commissioned. USS Nimitz Recently changed home port from San Diego to Everett, Washington. She is beginning a year-long overhaul in Bremerton. USS Eisenhower Is going through a six-month yard period for maintenance and the revamping of her living and work spaces. USS Vinson Left San Diego November 30th to finish its re-deployment work-ups and will begin 2011 fresh into a seven-month

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Puns for Educated People

1. The fattest knight at King Arthur's round table was Sir Cumference. He acquired his size from too much pi.
2. I thought I saw an eye doctor on an Alaskan island, but it turned out to be an optical Aleutian.
3. She was only a whiskey maker, but he loved her still.
4. A rubber band pistol was confiscated from algebra class, because it was a weapon of math disruption.
5. No matter how much you push the envelope, it'll still be stationery.
6. A dog gave birth to puppies near the road and was cited for littering.
- 7.. A grenade thrown into a kitchen in France would result in Linoleum Blownapart.
8. Two silk worms had a race. They ended up in a tie.
9. A hole has been found in the nudist camp wall. The police are looking into it.
10. Time flies like an arrow. Fruit flies like a banana.
11. Atheism is a non-prophet organization.
12. Two hats were hanging on a hat rack in the hallway. One hat said to the other: 'You stay here; I'll go on a head.'
13. I wondered why the baseball kept getting bigger. Then it hit me.
14. A sign on the lawn at a drug rehab center said: 'Keep off the Grass.'
15. The midget fortune-teller who escaped from prison was a small medium at large.
16. The soldier who survived mustard gas and pepper spray is now a seasoned veteran.
17. A backward poet writes inverse.
18. In a democracy it's your vote that counts. In feudalism it's your count that votes.
19. When cannibals ate a missionary, they got a taste of religion.
20. If you jumped off the bridge in Paris, you'd be in Seine.
21. A vulture boards an airplane, carrying two dead raccoons. The stewardess looks at him and says, 'I'm sorry, sir, only one carrion allowed per passenger.'
22. Two fish swim into a concrete wall. One turns to the other and says 'Dam!'
23. Two Eskimos sitting in a kayak were chilly, so they lit a fire in the craft. Unsurprisingly it sank, proving once again that you can't have your kayak and heat it too.
24. Two hydrogen atoms meet. One says, 'I've lost my electron.' The other says 'Are you sure?' The first replies, 'Yes, I'm positive.'
25. Did you hear about the Buddhist who refused Novacain during a root canal? His goal: transcend dental medication.
26. There was the person who sent ten puns to friends, with the hope that at least one of the puns would make them laugh. No pun in ten did.



Great Naval History story about the USS Porter DD-579 and how she almost altered the events of WWII
Submitted by Joe Baer (Skipper 65-67)

New information from an old story with comments by some who was there.

From November 1943, until her demise in June 1945, the American destroyer 'William Porter' was often hailed - whenever she entered port or joined other Naval ships - with the greetings: 'Don't shoot, we're Republicans!' For a half a century, the US Navy kept a lid on the details of the incident that prompted this salutation. A Miami news reporter made the first public disclosure in 1958 after he stumbled upon the truth while covering a reunion of the destroyer's crew. The Pentagon reluctantly and tersely confirmed his story, but only a smattering of newspapers took notice.

In 1943, the Willie D as the Porter was nicknamed, accidentally fired a live torpedo at the battleship Iowa during a practice exercise. As if this weren't bad enough, the Iowa was carrying President Franklin D. Roosevelt at the time, along with Secretary of State, Cordell Hull, and all of the country's W.W.II military brass. They were headed for the Big Three Conference in Tehran, where Roosevelt was to meet Stalin and Churchill. Had the Porter's torpedo struck the Iowa at the aiming point, the last 60 years of world history might have been quite different.

The USS William D Porter (DD-579) was one of hundreds of assembly line destroyers built during the war. They mounted several heavy and light guns, but their main armament consisted of 10 fast-running and accurate torpedoes that carried 500-pound warheads. This destroyer was placed in commission on July 1943 under the command of Wilfred Walker, a man on the Navy's fast career track. In the months before she was detailed to accompany the Iowa across the Atlantic in November 1943, the Porter and her crew learned their trade, experiencing the normal problems that always beset a new ship and a novice crew. The mishaps grew more serious when she became an escort for the pride of the fleet, the big new battleship Iowa.

The night before they left Norfolk, bound for North Africa, the Porter accidentally damaged a nearby sister ship when she backed down along the other ship's side and her anchor tore down her railings, life rafts, ship's boat and various other formerly valuable pieces of equipment. The Willie D merely had a scraped anchor, but her career of mayhem and mishaps had begun. Just twenty four hours later, the four-ship convoy consisting of Iowa and her secret passengers and two other destroyers was under strict instructions to maintain complete radio silence. As they were going through a known U-boat feeding ground, speed and silence were the best defense. Suddenly, a tremendous explosion rocked the convoy. All of the ships commenced anti-submarine maneuvers. This continued until the Porter sheepishly admitted that one of her depth charges had fallen off her stern and exploded. The 'safety' had not been set as instructed. Captain Walker was watching his fast track career become side-tracked. Shortly thereafter, a freak wave inundated the ship, stripping away everything that wasn't lashed down. A man was washed overboard and never found. Next, the fire room lost power in one of its boilers. The Captain, by this point, was making reports almost hourly to the Iowa on the Willie D's difficulties. It would have been merciful if the force commander had detached the hard luck ship and sent her back to Norfolk. But, no, she sailed on.

The morning of 14 November 1943 dawned with a moderate sea and pleasant weather. The Iowa and her escorts were just east of Bermuda, and the president and his guests wanted to see how the big ship could defend herself against an air attack. So, Iowa launched a number of weather balloons to use as anti-aircraft targets. It was exciting to see more than 100 guns shooting at the balloons, and the President was proud of his Navy. Just as proud was Admiral Ernest J King, the Chief of Naval Operations; large in size and by demeanor, a true monarch of the sea. Disagreeing with him meant the end of a naval career. Up to this time, no one knew what firing a torpedo at him would mean. Over on the Willie D, Captain Walker watched the fireworks display with admiration and envy. Thinking about career redemption and breaking the hard luck spell, the Captain sent his impatient crew to battle stations. They began to shoot down the balloons the Iowa had missed as they drifted into the Porter's vicinity.

Down on the torpedo mounts, the crew watched, waiting to take some practice shots of their own on the big battleship, which, even though 6,000 yards away, seemed to blot out the horizon. Lawton Dawson and Tony Fazio were among those responsible for the torpedoes. Part of their job involved ensuring that the primers were installed during actual combat and removed during practice. Once a primer was installed, on a command to fire, it would explode shooting the torpedo out of its tube. Dawson, on this particular morning, unfortunately had forgotten to remove the primer from torpedo tube #3. Up on the bridge, a new torpedo officer, unaware of the danger, ordered a simulated firing. "Fire 1, Fire 2," and finally, "Fire 3." There was no fire 4 as the sequence was interrupted by an unmistakable whoooooohhhhhing sound made by a successfully launched and armed torpedo. Lt H. Steward Lewis, who witnessed the entire event, later described the next few minutes as what hell would look like if it ever broke loose.

Just after he saw the torpedo hit water on its way to the Iowa and some of the most prominent figures in world history, Lewis innocently asked the Captain, 'Did you give permission to fire a torpedo?' Captain Walker's reply will not ring down through naval history... although words to the effect of Farragut's immortal 'Damn the torpedoes' figured centrally within. Initially there was some re-

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deployment to the Western Pacific and Persian Gulf regions. USS Roosevelt Will begin the year nearly halfway through her major 36-month mid-life refueling and complex overhaul in Newport News, Virginia. USS Abraham Lincoln Will begin the year deployed in the 5th Fleet region. Lincoln will return home to Everett, Washington this spring. Months later, she will change home port from Everett to Norfolk, Virginia and begin her mid-life and complex overhaul which is expected to last four years. USS Washington Home ported in Yokosuka, Japan. USS Stennis In mid-December wrapped up a maintenance period at Puget Sound and went to sea before returning to Bremerton. USS Truman Returned to Norfolk on 20 December, ending a seven-month deployment mostly around the 5th Fleet. She is not scheduled to deploy during 2011. USS Reagan Will deploy to the Western Pacific in early 2011. USS Bush Will celebrate her first deployment in 2011.

COMINGS AND GOINGS

The Navy is scheduled to remove eight ships and one submarine from active service in 2011 - Frigates Jarrett and Doyle Being set aside for foreign military sales. Amphibious Assault Ship Nassau Will be inactivated. Amphibious Transport Dock Cleveland and Dubuque Will be inactivated. Attack Submarine Memphis Is being dismantled. Ammo. Ships Flint, Kiska and Shasta Are being dismantled.

Joining the Fleet:

Destroyers Lawrence and Spruance

Attack Submarine California

Amphibious Transport Dock San Diego

Smoking Lamp on Submarines Effective at midnight on 31 December 2010 the smoking lamp is out on all submarines.

Female Submariners The Navy's first female submariners will join the ballistic-missile submarines Wyoming and Maine and guided-missile submarines Georgia and Ohio. Two female line officers, plus one female supply LT will be assigned to the Gold and Blue teams of these four subs.

Anchors Aweigh!

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luctance to admit what had happened, or even to warn the Iowa. As the awful reality sunk in, people began racing around, shouting conflicting instructions and attempting to warn the flagship of imminent danger. First, there was a flashing light warning about the torpedo which unfortunately indicated it was headed in another direction. Next, the Porter signaled that it was going reverse at full speed! Finally, they decided to break the strictly enforced radio silence. The radio operator on the destroyer transmitted "Lion (code for the Iowa), Lion, come right." The Iowa operator, more concerned about radio procedure, requested that the offending station identify itself first. Finally, the message was received and the Iowa began turning to avoid the speeding torpedo.

Meanwhile, on the Iowa's bridge, word of the torpedo firing had reached FDR, who asked that his wheelchair be moved to the railing so he could see better what was coming his way. His loyal Secret Service guard immediately drew his pistol as if he was going to shoot the torpedo. As the Iowa began evasive maneuvers, all of her guns were trained on the William D Porter. There was now some thought that the Porter was part of an assassination plot. Within moments of the warning, there was a tremendous explosion just behind the battleship. The torpedo had been detonated by the wash kicked up by the battleship's increased speed. The crisis was over and so was Captain Walker's career. His final utterance to the Iowa, in response to a question about the origin of the torpedo, was a weak, "We did it." Shortly thereafter, the brand new destroyer, her Captain and the entire crew were placed under arrest and sent to Bermuda for trial. It was the first time that a complete ship's company had been arrested in the history of the US Navy. The ship was surrounded by Marines when it docked in Bermuda, and held there several days as the closed session inquiry attempted to determine what had happened. Torpedoman Dawson eventually confessed to having inadvertently left the primer in the torpedo tube, which caused the launching. Dawson had thrown the used primer over the side to conceal his mistake.

The whole incident was chalked up to an unfortunate set of circumstances and placed under a cloak of secrecy. Someone had to be punished. Captain Walker and several other Porter officers and sailors eventually found themselves in obscure shore assignments. Dawson was sentenced to 14 years hard labor. President Roosevelt intervened; however, asking that no punishment be meted out for what was clearly an accident. The destroyer was banished to the upper Aleutians. It was probably thought this was as safe a place as any for the ship and anyone who came near her.. She remained in the frozen north for almost a year, until late 1944, when she was re-assigned to the Western Pacific.

Before leaving the Aleutians, she accidentally left her calling card in the form of a five-inch shell fired into the front yard of the American base commandant, thus rearranging his flower garden. In December, 1944, she joined the Philippine invasion forces and

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acquitted herself quite well. She distinguished herself by shooting down a number of attacking Japanese aircraft. Regrettably, after the war, it was reported that she also shot down three American planes. This was a common event on ships, as many gunners, fearful of kamikazes, had nervous trigger fingers.

In April, 1945, the destroyer was assigned to support the invasion of Okinawa. By this time, the greeting "Don't Shoot, We're Republicans" was commonplace and the crew of the Willie D had become used to the ribbing. But the crew of her sister ship, the USS Luce, was not so polite in its salutations after the Porter accidentally riddled her side and superstructure with gunfire.

On 10 June, 1945, the Porter's hard luck finally ran out. She was sunk by a plane which had (unintentionally) attacked underwater. A Japanese bomber made almost entirely of wood and canvas slipped through the Navy's defense. Having little in the way of metal surfaces, the plane didn't register on radar. A fully loaded kamikaze, it was headed for a ship near the Porter, but just at the last moment veered away and crashed along side the unlucky destroyer. There was a sigh of relief as the plane sunk out of sight, but then it blew up underneath the Porter, opening her hull in the worst possible location.

Three hours later, after the last man was off board, the Captain jumped to the safety of a rescue vessel and the ship that almost changed world history slipped astern into 2,400 feet of water. Not a single soul was lost in the sinking. After everything else that happened, it was almost as if the ship decided to let her crew off at the end.

Comments received after an e-mail was sent to the membership.

HI...I WAS ABOARD THE USS COGSWELL AT THE TIME AS A SIGNAL MAN...REMEMBER THE MOMENT WELL....THERE WERE THREE OTHER DESTROYERS....THE KNAPP....THE INGERSOL...AND THE PORTER...THE COGSWELL WAS THE FLAGSHIP AND A COMMANDER CHILLINGSWORTH WAS IN CHARGE OF THE GROUP...CMDR DEUTERMANN WAS OUR CAPTAIN... IT WAS A SUNNY DAY....ABOUT EARLY AFTERNOON....ALL HELL BROKE LOOSE AS INDICATED IN THE REPORT....AND A DAY I HAVE NEVER FORGOTTEN...REMEMBER ALSO THE FIRING PRACTICE ON THE BALOONS...AND THE COGSWELL WINNING THE "WELL DONE" IN THE EXERCISE.... WHEN WE ARRIVED OFF NO. AFRICA....WE RETURNED TO BERMUDA...AND FROM THERE HEADED TO THE PANAMA CANAL TO BEGIN OUR TIME IN THE PACIFIC....

THANKS FOR THE MEMORIES!

MIKE O'TOOLE (Plankowner 43-44)

This brings a tear to my eye and reminds me of the time out of Honolulu when we bracketed a tug for gunnery practice rather than the sleeve it was towing.

Louis Forbrich (Officer 67-68)

Great story, George. Thanks for sending it. It enabled me to recall a couple of incidents that happened nearly 60 years ago while the Cogswell was on a shakedown cruise off Cuba.

I was the captain's talker and was on the bridge when we got a message that another destroyer had fired a torpedo at us. It was, of course, a torpedo with a yellow, dummy head without any explosive. I don't recall the other's ship's name, but it was right on target. You can imagine our awe as we watched the fish approach the starboard side and go right under the ship. It was right on target, and we held our breath hoping that the torpedo was sent at a depth to safely pass under the ship.

I would think that even without an explosive head, the torpedo could cause damage if it struck the thin-skinned tin can. Of course, although right on target at midships, it passed beneath the ship. Whew!

Another time I was standing with Capt. Crenshaw on the starboard wing of the bridge after an exercise during which the 5-inch guns were fired. We were both almost looking down the barrel of No. 2 mount while the gun was trained as far aft as it would go. Suddenly, the gunnery officer called on the sound-powered phones, "Hang-fire on No. 2 mount." "Clear the bridge," the captain shouted after I relayed the message. I don't remember too vividly all the details of what happened on that sunny day, but I believe the skipper preceded his order with "Jesus Christ."

What could have been a crisis was averted. Like I mentioned, I don't remember exactly what followed but the mount was trained back forward and the 5-incher did not fire a shell. D

Don Clasen (YN 51-53) Chicago

Cogswell was present for the accidental torpedo firing (as another member of the Iowa escort screen) and was also present when the Porter was sunk (our shipmates remember that the kamikazi plane was heading for Cogswell and receiving lots of fire; at the last minute the plane diverted from Cogswell and hit the Porter. This is one example of why our shipmates consider Cogswell to be a "lucky ship". Frank Wille

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