

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 (*this price is also good +/- 3 days before or after the event*), and includes a full American breakfast and airport transportation. 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.

The airport transportation can be attained by “*just call the hotel before you get your bags and the hotel will come to the airport- it takes 12-15 minutes to get there.*” This comment from the hotel.

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.

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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

HEADING DOWN THE ROAD TO TUCSON ARIZONA

By Frank Wille (Officer 63-65)

HEADING DOWN THE ROAD TO TUCSON ARIZONA; what a mighty fine place to be. I'm old enough to remember the tune even if I can't remember the words. Well, I'm going to be heading to Tucson in October and I hope you are, too. This promises to be a fun reunion with many great tours to take. Come join your Association there on 10 - 12 OCT.

We want to hear from you! If you can't make it to Tucson, for any reason, please drop a note or an E-mail to me or to George and let us know what's going on in your life. We'll share your thoughts with shipmates at the reunion.

Please read the announcement in this newsletter about helping us locate additional shipmates. We need help.

Your Association remains viable and strong. We will continue to serve you, our fellow shipmates, to the best of our ability. We welcome your comments and suggestions.

Frank Wille
Association President



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It is important that reservations for rooms, tours, and transportation be made by September 05 in order to guarantee space. We have to commit to each of these activities approximately 30 days prior to the event in order for the Association to avoid overpayment or not have enough space available for everyone.

We are encouraging our new members to sign up for the reunion as we can almost guarantee you will return again and again. However, you need to get to the first one under your belt in order to get that Cogswell camaraderie in your blood again!

If you did not get the reunion brochure please send an e-mail to Secretary@usscogswell.com or call 760-889-2216.

**FINANCIAL STATEMENT
USS COGAWELL DD651 ASSOCIATION
JANUARY 31, 2011 TO JULY 14, 2011**



DEPOSITS

FEBUARY 2011	\$831.99
MARCH 2011	\$1,858.00
APRIL 2011	\$190.00
MAY 2011	\$1,270.00
JUNE 2011	\$238.00
JULY	\$745.00
TOTAL DEPOSITS	\$5,132.99

DEBITS

POSTAGE	\$34.52
GEORGE OVERMAN REIMBURSED EXPENSES	\$1,525.32
TIN CAN SAILORS	\$200.00

TOTAL DEBITS \$1,759.84

TOTAL DEPOSITS + CASH ON HAND \$20,418.99

MINUS EXPENSES \$1,759.84

TOTAL \$18,659.05

CASH ON HAND (Bank statement 7/14/11) \$18,659.05

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).

Again, we think this program is worthy and in order to continue our efforts we need donations for the search activities. **Please see the Association President's letter below.**



Don & Arlene Miller

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

FINDING SHIPMATES

As mentioned in the February Newsletter, we continue to look for ways to find former shipmates and invite them to join the Association. We have tried various means to do this but there are still more than 2000 shipmates who remain unlocated. Some of you have made calls for us but the results are limited.

TCS offers a locating service with excellent results. Their track record is nearly 80% located of names we provide. Sometimes the man is already deceased but at least we know their status. We have gained several contacts and a few new members by using this service. The charge is \$10 per person located.

Your Association allocated \$1000 towards this effort, to determine if it worked, or not. It did. We are reluctant to spend more of the Association's money for this effort and are seeking individual contributions. For any contribution, you can specify: last names beginning with "X"; RMs from the 60s; or any group you wish. We'll send more names to TCS as funds arrive.

Any help is appreciated.

Frank

USS COGSWELL ASSOCIATION DATABASE STATISTICS as of 07/31/11

Our database contains 3301 names total. Changes since 02/05/2011 below

- Active = 255— up 15 (paid dues are current)
⇒ 105 Life Members
- Inactive = 16 - up 1 (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 = 0 (Need to be contacted (Inactive members who are reactivating their membership)
- No Interest = 550— up 33 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)
- Deceased = 395—up 21 (known deceased shipmates—some newly found crewmembers)
- Not Located = 2059—down 52 (continues to be the largest number in database - we still need help locating. Largest part of decrease due to TCS locating efforts)

New members—February 05, 2011– July 31, 2011

Last Name	First	City	State	Years Aboard	Rank
ALICIA	HARRY	OVIEDO	FL	59	BT
ALLEN	JOE	GASSVILLE	AR	69	MM
ALYEA	RICHARD	COPPER HILL	VA	59-60	SN
ATKINSON	WILLIAM	CAROL STREAM	IL	66-68	E4
AULINSKIS	JOEL	DOWAGIAC	MI	58-59	SN
BABST	ROBERT	PUYALLUP	WA	68-69	QM
BAKER	CHARLES	JEROME	ID	60-63	BM/EO
BARDSLEY	FREDERICK	EASTPOINT	FL	60-62	RM
BEHRENDT	EVERTT	PUEBLO	CO	62-66	GMG
BOTE	EBENEZER	NAPLES	FL	68-69	SD/MS
COBLE	GARY	DU BOIS	PA	69	PC
DORMADY	DONALD	STANFORD	MT	69	MM
FISH	LAWRENCE	NEW FIELD	NY	62-64	RD
FOX	DENNIS	PUEBLO	CO	65-67	MM
GROSS	JERRY	JAY	FL	66-68	PN
JACOBUS	GERALD	VANCOUVER	WA	58	SN
KEINER	BILLY	CHAMBERLAIN	SD	60-61	RD
RHODES	JAMES	ARLINGTON	VA	56-58	YN
ROUILLER	JACK	SAN JOSE	CA	55-57	SKG
TANNENBAUM	MICHAEL	NORTH FORT MEYERS	FL	56-58	SK
WOMACK	LEONARD	OLALLA	WA	60-61	OFFICER

Known Deceased since August 2010

Last Name	First Name	City	St	Years Aboard	Rank
ALTPETER	PHILLIP	COLORADO SPNGS	CO	59	FA
BATTAGLISSE	EMILLO	ANAHEIM	CA	43 (PO)	SA
BARLOW-BUTCHER	JACK	LINDEN	TN	43-45 (PO)	RM
BEGLEY	ROBERT	HANCOCK	ME	43-45 (PO)	RM
CADELL	FRANK	GREEN VALLEY	AZ	56-59	RM
DELEON	DANIEL			68-69	SN



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DESMARAIS	ROGER	MANCHESTER	NH	52-53	SA
FREI	JOHN	FT LAUDERDALE	FL	60-62	ETR
GALINEAU	CALVIN	MENOMINEE	MI	51-54	GM
GALVAN	ROBERT	PIPE CREEK	TX	59-60	SM
HAGBERY	LEONARD	LA PUENTE	CA	45-46	BM
KANTARIS	JAMES	MASON CITY	IA	52-54	MM
LITZENBERGER	RAYMOND	ENOLA	PA	66-67	RM
McCUTCHAN	ROBERT	RENTON	WA	60-61	SM
MORGAN	JAY	MEMPHIS	TN	52-54	RM
O'KEEFE	JOSEPH	NATIONAL CITY	CA	56-58	GM
PEIRCE	DONALD	SUDBURY	MA	43-44 (PO)	FN
RAMLOW	WILLARD	SOUIX FALLS	SD	43 (PO)	TM
TRAHAN	CARROLL			56-57	SN
SCHROEDER	RICHARD		IL	62	RM

PO = Plankowner

Many of the deceased names came through the TCS locating service.

Emilio Battagliese

Hello, my name is Joseph Battagliese of 326 Half Hollow Road, Deer Park, New York 11729. As we remember the veterans on this Memorial Day, I have been searching for military service records for my Uncle, Emilio John Battagliese who served in the US Navy during World War II. I understand that Emilio worked in the New Jersey ship yards testing new radar installations on Navy ships and I hear that he had a draft exemption in the early war years due to his work. I located a Navy enlistment date of 4/29/1943 (service number 008107074) on the NARA website. We know that Emilio served on the destroyer USS Cogswell (DD-651) beginning in 1943, I think, until the end of the war; and from his old uniform I have determined his rank as Radar-man 2nd Class. One of his shipmates was Bill Binnekade of Thompsville Conn and I have been unable to locate him. In reviewing the USS Cogswell Association web site, I see that his status is listed as "crewmember not located." In order to update your crewmember status, I am providing the following information: Emilio Battagliese relocated from New York to California in the late 1960's. He married Kathleen Appelton in Garden Grove, California in December 1975; there were no children of that marriage. Emilio died in Anaheim, California on June 12, 1987, he was cremated and his ashes were spread at sea. Emilio died from the effects of lung cancer.

Thank you. Joe Battagliese

Edward Begley

Edward Robert "Bob" Begley, 92, died Oct. 4, 2010, at an Ellsworth hospital. He was born Jan. 20, 1918, in Middleboro, Mass., the son of Edward A. and Celia E. (Greaves) Begley. Bob graduated from Middleboro Memorial High School in 1936. He volunteered for active duty in the U.S. Navy in 1940 as a radio operator, 3rd class. He was assigned to A World War I destroyer, the USS Herbert in Key West, Fla. His next assignment was on a new destroyer, the USS Cogswell, built in Bath. The Cogswell joined the Pacific Fleet and took part in many sea battles, ending with the participation in the surrender of Japan in Tokyo Bay. He received the Good Conduct Medal, American Defense Medal with one star, Victory Medal, Asiatic-Pacific Medal with 10 stars, Philippine Liberation Medal with 2 stars and the American Area Medal. He was honorably discharged in 1947 with the rating of chief radio man. Bob married Florence Graham in 1946. They made their home in Hancock and together opened the Maplecrest Nursing Home in Sullivan in 1951. Florence died in 1972, and he later married the former Donna E. Smith. He worked for the F.W. Beal Co. and Dead River Co. for over 20 years as a television repairman, retiring in 1981 to care for Donna until her death in 1985. Besides being an avid gardener, Bob's lifelong hobby was ham radio. He received his FCC Ham Radio License in 1937 with the call sign, W1KMG. He was a life member of the David A. Hooper Lodge No. 201 in West Sullivan, member of the Union Congregational Church of Hancock and a member of numerous amateur radio clubs.

COUNTRY MUSIC LOSES ANOTHER GREAT ARTIST JACK BARLOW PASSES ON AT 87

BUTCHER BARLOW, Jack Harold-Age 87 departed this life July 29, 2011. He was preceded in death by his parents, Harold and Jennie (Hyink) of Fruitland, IA; daughter, Shane Hemphress, and sister, Lorraine Hoyt of Muscatine, IA. He is survived by his wife of 24 years, Dianne (Gobelet) of Linden, TN, and brother Keith of Muscatine, Iowa; 6 children, 12 grandchildren, and 1 great grandchild. Jack was born in 1924 in Moline, IL. After serving in the Navy during WWII, Jack began doing farm work, but quickly became a disc jockey.

During the mid 1960's, Jack started working as a singer/songwriter and recording artist and released his first song, "I Love Country Music" which topped the charts at number one. Jack later moved to Nashville where he continued singing Country Music with such great artists as: Johnny Cash, George, Jones, Lefty Frizzell, Dottie West, Patsy Cline, Mel Tillis, Porter Waggoner, Chet Atkins, Boots Randolph, and more. Jack went on to record 4 albums and numerous singles including "Catch the Wind" which reached the top 10 on Billboards top 100. Jack continued entertaining his fans during many appearances at the Grand Ole Opry in Nashville, TN; the Landmark and Golden Nugget in Las Vegas; and at the Montreal World Fair. Jack also appeared in several movies.

In 1972, In addition to his singing career, Jack recorded a jingle for Big Red Chewing Gum. He continued recording jingles for many years and was the voice of several commercials for major brands, such as Busch Beer, Budweiser, Chrysler, Dollar General, Kraft, Uncle Ben's Rice, Dodge, Kelloggs, etc.

A Tribute to Jack will be held on August 13 from 5-9PM at Harpeth Hills in Nashville, TN. The public is invited. Please mark your calendar to be a part of this tribute for Jack. He was so much a part of our country music industry and community.

Please keep in your thoughts and prayers Jack's family in this time of deep sorrow at their loss.

MAY HIS SOUL REST IN THE PEACEFUL ARMS OF OUR BLESSED LORD, WHERE HE WILL SUFFER HEALTH ISSUES ANYMORE.



Frank Cadell

I want to let you know that Frank passed away yesterday [May 08] at 10.20 p.m. He had a massive stroke on April 26th from which he could not recover. He enjoyed his association with the Cogswell reunions and looked forward to attending them. He was proud of his Navy experience and had many stories to tell. He loved a good story. He will be missed.

Linda Cadell



Calvin C. Galineau

My father, Calvin C. Galineau was a gunner's mate on the USS Cogswell from 1952 (or 3) to, I believe, 1955. Throughout his life he maintained contact with some of his shipmates and looked forward to his newsletters. My apologies for the delay in writing to you but I wanted to let you know that Calvin passed away on April 12th of this year. I found some old copies of the "Scuttlebutt" while cleaning out the house and wish to ask you to remove him from the mailing list if he is still on it. His address was: 2801 15th Street Menominee, MI 49858. His time aboard the Cogswell was very important to him and he made some lifelong friends during his time aboard. He never regretted his decision to join the Navy and was proud of his service to his country. The photograph of "old 651" now graces my home as it did my parents' home for more than 55 years.

A proud daughter,
Denise Galineau

See additional message from Denise on page 17

James G. Kantaris

MASON CITY — Mr. VFW.

That's how friends are remembering Jim Kantaris of Mason City, who died Thursday in his home at the age of 80. Kantaris was a longtime VFW official who was known to many in North Iowa for being master of ceremonies at Veterans Day activities and other military events. He was a member of the Honor Guard. In 2009, Kantaris received a citation recognizing his participation in 540 military funerals since 2001. Chuck Harris, a lifelong friend, said he and Kantaris grew up together and went to Madison School. "I really grew close to him through our work together at the VFW," said Harris. "What people will remember about Jim is that he handled everything. He was a very hard worker and people who knew him knew he was a straight shooter." Harris said Kantaris had a good sense of humor. "He really took it on the chin for being Greek," he said. "Jim used to say there are only two kinds of people in the world — those who are Greek and those who wish they were." Don Hamlin also worked with Kantaris at the VFW. "He was a wonderful fellow. You couldn't ask for a better friend," said Hamlin. "He was also a staunch Republican and took a lot of kidding about that. If you wanted to get him going, just start talking about Democrats," he said. Hamlin also mentioned Kantaris' pride in his heritage. "We used to call him Jimmy the Greek," he said. "He'll be missed by a lot of people."



Donald P. Peirce

Donald Phillips Peirce, 84 passed away Sunday, March 20, 2011 at his home in Sudbury, MA following a long illness. He was born in Waltham, MA, a second son of Alan Wyman Peirce of Waltham, MA and Lillian May Roberts of Lexington, MA. He was the husband of the late Mary Ruth Hodgson with whom he shared over 60 years of marriage. They are survived by six children; Donna (Peirce) Petro, Allan W. & Sandra (Rosa) Peirce; Karen Rebecca Gallagher & partner Linda Heidenreich; Andrew Boyd & Carol (Edwards) Peirce; Daniel Phillips & Jeannie (Dreselly) Peirce; Melissa (Peirce) & Stephen Soll; and his chosen daughter & son in law, Marianne P. & Nels E. Johnson. Six grandchildren; Brian Petro, Heather Jane LoPorto, John Stewart Peirce, Christopher Lee Peirce, Rayna Peirce, Mark Andrew Peirce, and the late Timothy Bruce Petro. Four great grandchildren; John Garret LoPorto, Chad Austin Petro, Jason Petro and Ava Jayne LoPorto. He had many nieces and nephews, great grand nieces & nephews with whom he was very close. Mr. Peirce was a World War Two Veteran serving the Navy in both Atlantic & Pacific Theaters and is a recipient of the Navy's Combat Action Ribbon. He was active during the Atom Bomb Tests at Bikini Atoll recovering water samples from target areas following the war's end. Recalled from Inactive Status to Active Duty for the Korean Police Action serving once again in an Underwater Demolition Team as an Amphibious Swimmer (Frogman). He served as Quartermaster of the VFW Sudbury Post 8771 prior to the time of his death, previously having served Sudbury many years as an Assessor. He was the owner of Peirce Brothers, Inc, of Waltham and of Peirce Rose, Inc. of Sudbury. Both ranges produced Roses as cut flowers.

MYSTERY BIOGRAPHY

In an obvious moment of weakness, Sen Strom Thurmond appointed our stalwart lad to the Naval Academy. Two weeks after high school graduation, our hero went to Annapolis, got shorn and sworn in, then began four years of study. Following four years of arduous classes and hazing, while amassing an impressive number of demerits with attendant punishments, the lad was sworn in as an Ensign and ordered to the Cogswell!

Arriving on board with 25 cents in his pocket, he was immediately sent to firefighting school; Cogs was undergoing a major inspection and the last thing the ship needed was a totally green Ensign. Upon returning weeks later, the officer was assigned as CIC Officer and, within two months, was finally able to spell it (Did I mention he was Polish?)

Three years on the Cozy Cogs passed swiftly and our officer had really made his mark on the ship; some notable "achievements": He was summarily relieved at one point and restricted to his room; he was chased thru Kowloon by a Sikh who wanted to kill him; he broke curfew in Kaoshiung and nearly shot; he broke a ceiling-to-floor window at the O Club in Subic Bay and he found bourbon aboard a US carrier and returned to Cogs dressed in an orange flight suit! Somehow, he survived and was ordered as XO of an MSO. He had to go to Jane's to find out that an MSO was a minesweeper! After two years aboard (and putting the ship aground on Midway Is), our officer, now a Lieutenant, was sent to Intelligence School in WashDC. Following a year's instruction, he was ordered to London, UK for his first Intel job. (Who woulda thought!)

Two years flew by and our intrepid LT was ordered back to his old MSO - this time as CO. As "Fearless Leader" he took the ship thru two deployments to Vietnam and, as with Cogs, left his legacy on the ship: Almost sank the ship with a grenade in Danang; almost missed the ship's movement at Johnson Is.; and broke both screws steaming up the Strait of Juan de Fuca!

Leaving the MSO, he was ordered as XO USS Higbee (DD-806) which, at the time, was the only ship in the Navy named after a woman. Lena Higbee was awarded the Navy Cross as Superintendent of the Navy Nurse Corps in WWI and our sterling XO used this info to invite all Navy nurses for a tour of the ship in every port visited. Needless to say, he was very popular with the single men aboard!

Then, it was time to head ashore and our LCDR was assigned to the INTEL DIV of OPNAV where his forte was lunch! (Great stories - not printable!) After three almost uneventful years, it was back to sea as XO USS Belknap (DLG/CG-26). During two deployments (one circumnavigating So. America and the other to the Med) our XO became a "shellback" and was declared a "special case" by King Neptune (not a fun time!). Unfortunately, during the Med cruise, the ship collided with an aircraft carrier, was decommissioned and towed back to the US. The XO made CDR in So. America and was ordered as CO USS Parsons (DDG-33) homeported in Japan.

Our CO commanded the ship on a deployment to the Middle East and, again, had some "colorful" stories: Almost severed an overhead power cable which would have put three major Japanese Islands in the dark, convinced an Australian mayor to host a crew's party with free beer at the city jail; and hoisted an acrophobic Ensign to the top of the mast to promote him to LTJG. Again, there were other stories not printable!

After the command tour, our CDR went to the War College then to an Intel Job in WashDC. Now a CAPT, our hero was assigned to command the Base in Yokosuka, Japan. Surprisingly, the Japanese authorities let him back in the country! After some unique training at Fort Bragg, (crashing barricades, breaking "tails", doing "wheelies" among other stuff) it was back to Japan for language school in Yokohama followed by three years at the AMEMB in Tokyo. . . . Then retirement.

Texas Instruments made our retired CAPT an offer he couldn't refuse and he stayed on in Tokyo to open TI's Defense Office. While there, his first grandchild was born and "she who must be obeyed" decreed that it was time to go home! So, our intrepid retiree proceeded to put down roots in Florida where he has his own fleet: small powerboat, small sailboat and a racing scull. Throughout his career, he has been accompanied by his oft-appalled wife, the long suffering Rose, who bore him three children; he now has 3 grandkids and spends a lot of time tutoring Algebra for free!

You readers may know our stalwart whose motto is, "You can only be young once, but you can be immature forever!" In case you haven't guessed his name by now, he was known at the Academy and on his many sea duties as "Water-Tight Door" because of his initials.

Orval and Sandy Mills

Orval enlisted in the Navy, 5 May 1959. After Boot Camp his first assignment was to the USS Hollister DD788 in San Diego, California. Orval was initially assigned to the After Fire Room as a BT. After about one year onboard he agreed to take part in the STAR program that allowed him to change rate to MM and was transferred to the After Engine Room and made MM3 shortly afterward. While the Hollister was in Bremerton Washington for FRAM conversion in September 1961 he reenlisted for six years and was assigned to Air Conditioning and Refrigeration School in San Diego.



Orval reported aboard the USS Cogswell DD651 in San Diego, CA. in September of 1961 as an MM3. He was assigned to A-Gang and worked on all auxiliary equipment including the Air Conditioning and Refrigeration on the ship. He also worked in the Engineering Log Room and in both engine rooms as a watch stander. He departed the Cogswell DD651 in December of 1965 as an MM1.

Orval served on the following Ships and Shore Stations during his 22 Years active duty; USS Ozark MCS2, Charleston, SC., Naval Recruiting Branch Station, Ponca City, OK., USS Wichita AOR1, Long Beach, CA., Naval & Marine Corps Reserve Center, Forest Park, IL., USS Orion AS18,

Charleston, SC., Navy School Detachment, Fort McClellan AL., USS Frank Cable AS40, Charleston, SC., and the Naval Station, Charleston, SC.

After being selected as MMCM, Orval became a part of a new program that was training Navy personnel as Law Enforcement, Physical Security, and Corrections Officers for Navy Ships and Brigs. He was one of the first MCPO's to be selected as MACM and became the Senior Navy Representative assigned to the new school at the Army Military Police School at Fort McClellan AL.

Orval retired from the Navy in August 1981. After retiring from the Navy Orval was employed in the industrial air conditioning business in the Charleston SC. area. He retired from this field in April 2010.

In 1962, Orval married Sandy in Troy, Kansas. They have three married sons, five grandchildren, and one great grandson. Sandy retired from Civil Service at the Charleston Air Force Base in June 2008. Sandy and Orval recently celebrated their 49th wedding anniversary. Since retiring from work Sandy and Orval have been traveling including a trip to Alaska and many of the states in the lower 48. Their goal is to see them all.



It appears that the Cogswell is having the same problem USS Oklahoma City CLG-5 is in being recognized for her time @ anchor in DaNang Harbor. The CLG-5 spent extensive time there from mid-1965 into 1966 & again from 1969 to 1972. Many of our shipmates are experiencing conditions directly related to Agent Orange (including myself). We are working through an organization called NAUS (National Association for Uniformed Services) in trying to be recognized as a "brown water" Navy vessel.

I have prepared an article that was included in the latest edition of our quarterly newsletter (USS OK CITY CORRAL). I have attached it w/this e-mail. Maybe the Cogswell should consider doing the same thing.

Lamson (RM 67-68)
(281) 373-1744



Shipmates...

Please take time to read through the following paragraphs. Since an increasing number of us are experiencing health problems that could be a result of our time onboard the CLG-5 it is time for us to become pro-active in getting our old ship recognized as a "brown water" Navy vessel. For any that are already receiving assistance from the VA, we need to hear from you to make our plea known. For those that are not, it is suggested that you contact your local VA should you be experiencing any of the health problems outlined below. The final paragraph pretty well sums up the overall objective of this.

As Historian for the USS Oklahoma City CLG-5 (hereafter referred to as the "5") I will, upon occasion, receive inquiries from shipmates as to the location and movements of our old ship. Usually, these are in reference to health conditions of the individuals seeking information as such. Although presumptive in nature, these conditions can include Parkinson's, diabetes, bladder & prostate cancer, PTSD and more recently certain types of heart disease.

It should be noted that USS Providence CLG-6 has been included on the "brown water" Navy list for transit on the Saigon River in January 1964. Oddly enough, the "5" also made the very same transit in July 1964 and has NEVER been included on said list.

Beginning in June of 1965 and into 1966 the "5" records in her history any number of NGFS missions. The earliest of these is documented in the 6 August 1965 edition of Life Magazine.

Upon returning to WestPac in November 1968, the "5" again recounts many instances of NGFS in the vicinity of DaNang Harbor. One (1) particular incident includes running aground on 18 January 1969 from approx. 0930 hrs. until 1600 hrs.... 2,000 yards from the mouth of the Song Cua Dai River. These operations continued from January 1970 thru mid-1971. The ship's history later in 1971 reports the "5" deployed on Piraz Station.

In February 1972 the "5" was involved in a Talos Missile Strike @ Viet Cong targets in the vicinity of the DMZ. In April she received "hostile fire" in both the vicinity of the Cua Viet River & Dong Hoi Gulf. In May she again received "hostile fire" during an attack on Haiphong Harbor. June & July 1972 still finds the "5" involved in NGFS in the DMZ & primarily Quang Tri City. September and into December again finds her operating in the DMZ and taking more "hostile fire" during the month of October.

In May of 1973 the "5" was deployed on "Special Ops" in the Gulf of Tonkin.

Her final mission in Vietnam comes during the period of 22 April to 2 May 1975, operating in the South China Sea near the vicinity of Saigon. Operation "Frequent Wind" is also known as the Fall of Saigon.

In conclusion, I would encourage any/all of you that served onboard the "5" primarily from 1964-66 & 1968-72 to contact your local VA facility (if you have not done so already) and are experiencing any of the symptoms as outlined in the first paragraph above.

1...Contact your local VA facility. The best way to do this is through some type of VSO (Veterans Service Organization). Here in Texas we have the Texas Veterans Commission. There is a service officer in every county to assist you. Maybe your State offers the same opportunity. If not, some American Legion & VFW Posts will have a service officer who is also adept in providing this type of assistance. The primary objective at this level is to be accepted into the VA system & receive your ID card. Be PATIENT and TRUTHFUL in dealing w/the VA. You may also be asked to submit a statement of financial means.

(Continued on page 13)

(Continued from page 12)

2...Your DD-214 will indicate if you have received BOTH the Vietnam Service Medal (VSM) & Vietnam Combat Medal (VCM). This alone should put you in some type of category to be treated by the VA. The Purple Heart & Combat Action Ribbon will entitle you to a higher category for treatment.

3...One of the first things the VA will ask is if you have ever had exposure to Agent Orange. To this reply..."YES". They will then ask if you want to submit to the Agent Orange screening process. This is nothing more that a routine physical (nothing we haven't already experienced while in the Navy).

4...After accomplishing this, you will then be added to the Agent Orange Registry. This is the 1st. step for filing this type of VA claim.

5...File your VA claim as needed.

I realize in doing this that there will always be a percentage of individuals that feel they are "owed" for their time in the military service. I have received letters & e-mails from some claiming everything from ED to in-grown toenails as a result of their enlistment. This is definitely NOT the purpose of this endeavor. One of the guys I recently spoke with put it like this..."We should do this to make it right for those that really need the help". I concur...

Also, I would encourage each and everyone to contact both of your U.S. Senators & local U.S. Congressman. These addresses are easily obtainable in your local telephone directory.

Why our old ship is not included on the "brown water" Navy list is unknown. However, a positive input from those of us who may be experiencing these types of conditions need to be chronicled. This will then give Veteran's advocate groups like NAUS and blueaternavy.org an opportunity to act on our behalf.

T.C. Lamson RM3
CR-Div. 1968-70
USS Oklahoma City CLG-5

For all old salts, everywhere!
Submitted by Walt Dziedzic

Long ago I was a Sailor.
I sailed the Ocean blue.
I knew the bars in Singapore ...
The coastline of Peru .

I knew well the sting of salt spray,
The taste of Spanish wine,
The beauty of the Orient...
Yes, all these things were mine.

But I wear a different hat now,
Jeans & T-shirts too.
My sailing days were long ago...
With that life I am through.

But somewhere deep inside of me...
The sailor lives there still.
He longs to go to sea again,
But knows he never will..

My love, my life, is here at home,
And I will leave here never.
Though mind and body stay ashore...
My heart's at sea forever.



A Middie's Memories

Jeff Schneider, CAPT, SC, USN (Ret)

My first introduction to the real Navy was as a Midshipman during my ROTC summer cruise on the COGSWELL in 1967. I had no idea what to expect. What I got was a fistful of memories to last a lifetime.

I remember reporting to the pier in San Diego where the COGSWELL was breasted out, the second ship in a nest of three as I recall. I remember being extremely nervous as my fellow Mids and I dutifully saluted the colors and the OOD, requesting permission to cross and/or come aboard. And I particularly remember when one of my Mid associates dropped his seabag off the brow and into the water as he nervously rendered honors. It was then that I knew the cruise was really going to be an adventure.

Upon arrival at the COGSWELL quarterdeck, we were greeted by the Duty Master of Arms – a PO3 as I recall. I remember responding to his directions with “Yes sir!” to which he quickly replied, “Don’t you go saying yes sir to me!” I remember getting underway and almost immediately being on water hours – and I remember the colored fresh water in the scuttlebutts as the CHENG was trying to track down apparent fresh water leaks (Don’t think they ever found any). And there were lots of saltwater showers at sea! I remember being awakened for the mid-watch about four nights in a row – a permanent mid-watch until somebody realized (me in particular) that it was strange having the same watch day after day (or should I say night after night). But hey! I was so green (in the form of inexperience and sea-sickness) that it didn’t really seem to matter.

I remember visiting Balboa Park with one of my buddies – we were wearing our John Wayne’s (Tropical Khaki Long) and about half the enlisted troops we encountered saluted us because they thought we were “real” officers and the other half who knew better feigned a salute, generally ending with a scratch of their ear, so that we would salute them! I remember meeting Don Tennant, I believe he was a LTJG and Asst WEPS and whose main job was to impress us Mids with torpedo shoots, GUNEXs, depth charge runs, etc. (Unfortunately, most were pretty unimpressive). I remember one of the CSs who was “so old, his social security number is one!” I remember a sailor (Crispin I believe his name was) who approached me on the beach during our port visit in Honolulu and asked to borrow \$5.00 so he could continue to “steam” with his buddies. When I hesitated, he quickly offered his Seiko watch as collateral so I agreed to the loan. (Before I left the COGSWELL, I tried to sell it back to him for my \$5.00 but he told me to keep the watch, he only had a few dollars left for libs that night.) And then there was the Boatswains Mate 3rd Class whose name escapes me, but not his face nor his voice - he spoke in rhyme – like, “Your eyes may shine and your teeth may grit, but your Middie-ass I’m going to get.” He may have retired as a PO3, although I was told he had been a PO1 at one point in his career. While we served on the deck force, he taught us Mids how to tie a variety of knots – of course he chose the forward boatswain’s locker on one of the roughest days at sea to do so – very thoughtful of him to help us get our sea legs!!! I could go on and on – there were so many memories collected in six short weeks – of and with interesting people who were shipmates I barely had time to get to know, but who left a lasting impression.

Many years later as a young Lieutenant reporting as the SUPPO of the USS MOUNT BAKER, I found that the OPS Boss was none other than LCDR Don Tennant. He didn’t remember me at first – but as I refreshed his memory about the Middie cruise of ‘67, he asked me, “And after that cruise on the COGSWELL you actually stayed in the Navy?” Yes I did – for a little over 27 years. I retired as a Captain in 1998 and shortly thereafter joined the COGSWELL Association. To all who were part of that Middie cruise in ‘67, thanks for the memories.

FM CNO WASHINGTON DC//N1//
TO NAVADMIN
INFO CNO WASHINGTON DC//N1//
NAVADMIN 1152/11
MSGID/GENADMIN/CNO WASHINGTON DC/N1/APR//

Submitted by Tom Lamson

SUBJ/NAVY RETIREMENT POLICY//

1. AS A RESULT OF SENATE PROPOSED FORCE REDUCTIONS AND BUDGET CUTS, THE DEPARTMENT OF THE NAVY HAS DEVELOPED A PROGRAM TO REDUCE THE NUMBER OF ACTIVE DUTY PERSONNEL. THIS PROGRAM IS UNDER TEST PHASE AND WILL BE EFFECTIVE 01 JANUARY 2012.
2. UNDER THIS NEW PROGRAM, OLDER SAILORS WILL BE ASKED TO GO ON EARLY RETIREMENT, THUS PERMITTING THE RETENTION OF THE YOUNGER SAILORS WHO REPRESENT THE FUTURE. THEREFORE, THIS PROGRAM WILL PHASE OUT OLDER SAILORS BY THE END OF THE CURRENT FISCAL YEAR. THIS INITIAL PHASE OF THE PROGRAM WILL BE KNOWN

(Continued on page 19)

By James L. Smith
Quartermaster SN, USS Cogswell 1966-67

Any sailor knows that the captain is "god" aboard his vessel. Unfortunately, the mothers of sailors, well at least my mother, was apparently not aware of that lofty status when she sailed aboard my ship during a dependent's cruise.

This incident occurred about six months after I transferred off the USS Cogswell to take an assignment as a Quartermaster SN aboard the USS Hoel (DDG-13).

The Cogswell had returned from a WestPac cruise and with just a year left on my enlistment the Navy thought I should do one more cruise before I resumed my civilian life.

I came aboard the Hoel just a couple weeks before its departure for WestPac and just in time for a special event. Captain Fontaine scheduled a dependent's cruise out of our home port of San Diego. My stepfather, a World War II Navy pilot was unable to go with my mother so I invited my Uncle Bob from La Jolla to join us for the day.



It was one of those beautiful San Diego days, temperatures in the mid-1970s, a few puffy clouds in the sky and the sea was like glass. In other words it was an idyllic day for a dependent's cruise that included a steak cookout on the deck.

We cruised slowly around some of the islands off San Diego and enjoyed a wonderful day with our families.

As the junior quartermaster aboard, my duty assignment was helmsman during port calls, underway replenishment and general quarters.

My mother and uncle were on the main deck during our departure, but after the daylong cruise they joined me on the crowded bridge, with other dependents and sailors, for the trip back into San Diego Harbor.

At some point before heading into the harbor we took our assigned duty stations and I was behind the wheel heading back into port. As always, especially on a nice day like this one was, the harbor was choked with pleasure craft, small sailing boats and motor craft.

My view was limited to the porthole directly in front of me, but really of no concern because I was steering a course dictated by Captain Fontaine.

My mother was looking out of the various portholes on the bridge and obviously became concerned when she saw all the small boats surrounding and coming at the Hoel.

At a quiet moment on the Bridge, my mother rather pointedly called out to me: "Don't hit any little boats, Jimmy!"

Angrily, I whipped around and told her: "Mother, if the captain wants me to hit a little boat, I hit a little boat." My uncle, a veteran himself, put his arm around my mother and whispered something in her ear and she didn't say anything else for the rest of the cruise.

If only there had been a hole to crawl into. But my shipmates, including the captain, got a huge laugh out of her comment. But I was mortified.

About four months later, we were heading into Hong Kong Harbor as we prepared for an R&R visit during our Vietnam service. As we approached the mouth of the harbor there were, as was always common in Hong Kong, dozens of junks and sailing vessels coming in and out.

Capt. Fontaine, obviously remembering that embarrassing moment for me in San Diego, turned and told me: "Let's not hit any little boats, Jimmy!" I can't tell you the embarrassment I felt.

(Continued on page 17)

Memories By Gerald Jacobus (SN 1958)

Hi I was only on board for one year Feb 1958 to Christmas Eve of 1958. That was the year of the Hydrogen bomb test at Johnson Island. They sent a rocket up 50 miles and Booommm, I was the messenger of the watch and on the fantail with an officer whose name I can't remember. He had a Geiger counter and 15 minutes after the explosion a pink haze came across the ship. It appeared to be the biggest light bulb (every color you can think of) you have ever seen. The Geiger counter was going nuts, so I asked what it was (we never knew much back then). He said it was a Geiger counter so I asked what it did he said it reads radiation. He said it was reading 5.0. I asked if that was good or bad and he said I don't know.

So, two days later (we rotated the watch), I was on the helm when the mast broke about half way up with two tons of radar on the top. The O.D. gave me an order to change course but it would have put us in the trough so we would be rolling sideways and if the thing fell forward it would have landed on top of the bridge and killed all of us (possibly). So I refused his order and kept the ship really steady till the Caption got to the bridge and said to hold at steady course. I answered "yes sir," and held the course till the sea helm relieved me and I became the messenger again. The Captain was going to tie the mast off with the tie up hawsers, and the Hydraulics on the # two five inch gun mount and the # 3 five inch gun, and on the sides of two 3 inch gun's Hydraulics, to pull it down tight and hold it in place. The chief boatswain mate and 1st lieutenant were to climb up the thing and tie it off, so they had life jackets and a life line that they tied to the broken part so if the thing went over the side they were going with it. I said oh my god when the chief tied himself to the broken part. Well the Caption and Exec, both gave me a dirty look so I kept my mouth shut. They were as lucky as the mast fell straight back into the stack and left both men hanging out in open space between the bridge and the stack; they had to be rescued but were safe. So then we didn't have any radar and had to head for Pearl Harbor for repairs. We got in and tied up to the dock, but when they did they hit a dead head with one of the props and bent a shaft, but didn't know it. Two days later we went into dry dock for 1 ½ months for repairs. We got a new mast and then left Pearl for Midway Island.

During this trip we were taking on 1000 gallons of sea water a minute. If we had taken on any more water we would have had to hand bail as we had only two p-500 pumps on board. We were able to make it to Yokosuka Japan where they put us right in dry dock. The next day a typhoon hit Tokyo and we were taking water over the edge of the dry dock for about three days, real nasty.

After leaving Yokosuka, we patrolled the Formosa straights, and when the Chinese were bombing Quemoy (a small island off the Chinese coast that the Nationalist Chinese had captured) we backed the Nationalist Chinese. They ran out of ammo and food so the Chinese stopped shooting. We escorted A Nationalist Chinese convoy in (I could have hit the beach with a rock) but the next day President Eisenhower said on overseas radio that we never went past the 12 mile limit.

We were ready to go back to the States in December and the USS BRUSH DD 745 was our relief. I had come from the BRUSH to the USS COGSEWLL DD 651. When we tied up on the other side of the dock I went over to see my buddies. We got in the States December 18 1958, my birthday. I got out of the Navy Christmas Eve, so I figured that the Navy gave me a birthday present and a Christmas present. I was in the navy from Jan. 4, 1955 to December 24, 1958



(Continued from page 15)

In later years my mother and I laughed about the incident and I grew to really appreciate the real reason behind her warning. She simply didn't want me to do anything hurtful to myself or others. The fact she didn't understand how it would sound in a military setting was not her fault.

As a newspaper reporter and columnist, I wrote about this incident many years after my mother died of cancer for Mother's Day. Of all the columns I wrote and the many personal subjects I wrote about this one, above all, connected with readers.

Even now, after being retired for three years, people who remember me from my newspaper days recall that article and how it prompted similar recollections for them of incidents with their mothers.

Mr. Wille,

Thank you for your kind words and for letting me know that Dad's shipmates would be notified of his passing. I am in contact with one of his former shipmates, Richard Pedersen (boiler tender), now of Racine WI (formerly from Marinette, WI - right across the river from Menominee).

I have spent many an hour listening to stories of my dad's time aboard the USS Cogswell and can't even begin to count the hours my brother and I spent looking through his books of their travels. I often wondered what became of the men throughout the years and can recite many of their names from memory.

Speaking with Dick Pedersen I realized that there is more than just a friendship between the men on these ships. There is a passion in their voices when they speak of their times at sea and both made an off hand comment - "but there are some things we will never talk about". I read the book "Life on a Tin Can" and gained a much greater understanding about the living conditions and the bond between the men on these ships and their bond to the ships themselves.

My brother and I are very proud of our father and his service to our great nation and it's people. We both now have one of the framed photos of the Cogswell in our homes. One hung in the living room of my grandparent's home until the day the home was sold after their passing and the same went for the one that was in our parent's home. These photos will continue to be displayed with pride and honor in our homes.

God bless.

Denise Galineau

Submitted by Pete Daggett

Don Peirce and I had been corresponding since 2001, he and I are distant cousins. A very learned fellow. The old SOB would write to me in Latin, took me hours to translate, he thought it was funny. He signed his e-mails with names from Greek Mythology, the mythology behind the name was always somehow related to the message. I tried to get him to come to the Atlantic City reunion but his wife was too ill for him to get away. His Motto "Dixit et Fecit" means literally, "He said it, he did it". I retrieved his Memoirs from an old word processor program, he thought were irretrievable. He was a great guy, world is diminished by his passing... I will try to bring a copy with me.

Then and Now
Submitted by Walt Dziedzic

Then - If you smoked, you had an ashtray on your desk.
Now - If you smoke, you get sent outside and treated like a leper, if you're lucky.
Then - Mail took weeks to come to the ship.
Now - Every time you get near land, there's a mob topside to see if their cell phones work.
Then - If you left the ship it was in Blues or Whites, even in home port.
Now - The only time you wear Blues or Whites is for ceremonies.
Then - You wore bell bottoms everywhere on the ship.
Now - bell bottoms are gone and 14 year-old girls wear them everywhere.
Then - You wore a Dixie cup all day, with every uniform.
Now - It's not required and you have a choice of different hats.
Then - If you said "damn," people knew you were annoyed and avoided you.
Now - If you say "damn" you'd better be talking about a hydro electric plant.
Then -The Ships Office yeoman had a typewriter on his desk for doing daily reports.
Now - Everyone has a computer with Internet access and they wonder why no work is getting done.
Then - We painted pictures of pretty girls on airplanes to remind us of home.
Now - We put the real thing in the cockpit.
Then - If you got drunk off duty, your buddies would take you back to the ship so you could sleep it off.
Now - If you get drunk off duty, they slap you in rehab and ruin your career.
Then - Canteens were made out of steel and you could heat coffee or hot Chocolate in them.
Now - Canteens are made of plastic, you can't heat them because they'll melt, and anything inside always tastes like plastic.
Then - Our top officers were professional sailors first. They commanded respect.
Now - Our top officers are politicians first. They beg not to be given a Wedgie.
Then - They collected enemy intelligence and analyzed it.
Now - They collect our pee and analyze it.
Then - If you didn't act right, they'd put you on extra duty until you straightened up.
Now - If you don't act right, they start a paper trail that follows you Forever.
Then - Medals were awarded to heroes who saved lives at the risk of their own.
Now - Medals are awarded to people who show up for work most of the time.
Then - You slept in a barracks, like a soldier.
Now - You sleep in a dormitory, like a college kid.
Then - You ate in a Mess Hall or Galley. It was free and you could have all the food you wanted.
Now - You eat in a Dining Facility. Every slice of bread or pat of butter costs, and you can only have one.
Then - If you wanted to relax, you went to the Rec Center, played pool, smoked and drank beer.
Now -You go to the Community Center and can still play pool, maybe.
Then - If you wanted a quarter beer and conversation, you could go to the Chief's or Officers' Club.
Now - The beer will cost you three dollars and someone is watching to see how much you drink.
Then - The Exchange had bargains for sailors who didn't make much money.
Now - You can get better merchandise and cheaper at Wal-Mart.
Then - If an Admiral wanted to make a presentation, he scribbled down some notes and a YN spent an hour preparing a bunch of charts.
Now - The Admiral has his entire staff spending days preparing a Power Point Presentation.
Then - We called the enemy things like "Commie" and "Reds" because we didn't like them.
Now - We call the enemy things like "Opposing Forces" and "Aggressors or Insurgents" so we won't offend them.
Then - We declared victory when the enemy was dead and all his things were broken.
Now - We declare victory when the enemy says he is sorry and won't do it again.
Then - A commander would put his butt on the line to protect his people.
Now - A commander will put his people on the line to protect his butt.

Thank God I was in the "Old Navy" . And proud of it.

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:

September 24, 2011

Tri-State, Radisson Hotel Pittsburgh Green Tree, Pittsburgh, PA

October 01, 2011

Western States, Courtyard Marriott, San Diego, CA

October 01, 2011

Albany/Upstate, Best Western Sovereign Hotel, Albany, NY

October 08, 2011

New England, TCS Office, Somerset, MA

October 22, 2011

New York, Hilton Garden Inn Melville, Plainview, NY

November 12, 2011

Mid-Atlantic, Holiday Inn & Suites North Beach, Virginia Beach, VA

January 14, 2012

Florida, Howard Johnson Executive Center, North Lakeland, FL

January 21, 2012

Arizona, Embassy Suites Phoenix, Phoenix, AZ

February 04, 2012

Fort Myers, Hilton Garden Inn Fort Myers, Fort Myers, FL

February 25, 2012

Jacksonville, Holiday Inn Express, Jacksonville Beach, FL

Field Days:

August 18-21, 2011

USS THE SULLIVANS (DD-537) Buffalo, NY

September 16-18, 2011

USS KIDD (DD-661) Baton Rouge, LA (1st event)

October 20-23, 2011

USS KIDD (DD-661) Baton Rouge, LA (2nd event)

(Continued from page 14)

AS SLAP (SAILORS LATE-AGED PROGRAM). SAILORS WHO ARE SLAPPED WILL BE GIVEN THE OPPORTUNITY TO LOOK FOR JOBS OUTSIDE OF THE NAVY.

3. SLAPPED SAILORS CAN REQUEST A REVIEW OF THEIR PERSONNEL RECORDS BEFORE ACTUAL RETIREMENT TAKES PLACE. THIS PHASE OF THE PROGRAM IS CALLED SCREW (SURVEY OF CAPABILITIES OF RETIRED EARLY WORKERS).

4. ALL SAILORS WHO HAVE BEEN SLAPPED OR SCREWED MAY FILE AN APPEAL WITH THEIR CHAIN OF COMMAND WITH FINAL AUTHORITY AT THE MAJOR COMMAND LEVEL. THIS IS CALLED SHAFT (STUDY BY HIGHER AUTHORITY FOLLOWING TERMINATION).

5. UNDER THE TERMS OF THE NEW POLICY, A SAILOR MAY BE SLAPPED ONCE, SCREWED TWICE, BUT MAY BE SHAFTED AS MANY TIMES AS THE NAVY DEEMS APPROPRIATE.

6. THE NAVY WISHES TO ASSURE THE YOUNGER SAILORS WHO REMAIN ONBOARD THAT THE NAVY WILL CONTINUE ITS POLICY OF TRAINING SAILORS THROUGH OUR SPECIAL HIGH INTENSITY TRAINING (SHIT). THE NAVY TAKES PRIDE IN THE AMOUNT OF SHIT OUR SAILORS RECEIVE. WE HAVE GIVEN OUR SAILORS MORE SHIT THAN ANY OTHER SERVICE. IF ANY SAILOR FEELS THAT THEY DO NOT RECEIVE ENOUGH SHIT AT THEIR CURRENT STATION, SEE YOUR IMMEDIATE SUPERVISOR. YOUR SUPERVISOR IS SPECIALLY TRAINED TO MAKE SURE YOU RECEIVE ALL THE SHIT YOU CAN STAND

7. RELEASED, MINIMIZE CONSIDERED.// BT

USS COGSWELL DD-651 ASSOCIATION MAY 2013 REUNION CENTRAL TIME ZONE

Your executive committee made a preliminary selection of six cities for our May 2013 reunion. All the cities selected are part of the Reunion Friendly Network and/or the Alliance of Military Reunion Planners. These cities belong to these organizations because they are military reunion friendly. They focus on providing services to military reunion groups that many other cities in the U.S. might not provide.

After the six original cities were selected, they were contacted for preliminary information that we could use to narrow down our choices to three cities. Based on this information, the following three cities made the finalist list. However, it is up to our "active" members to vote their choice for the 2013 reunion. Please look at all the information provided by each city and make your decision. You can mail this form back, or simply send an e-mail to Secretary@usscogswell.com with your choice. You may also wait until the reunion in Tucson. If you are present, we will have the information, which was provided by the CVB's available for review. You may vote by filling out this form after you review the information, but not later than Tuesday night, Oct 11. We will announce the winner at our banquet on Wednesday evening, October 12. Select ONE and only ONE city. Thanks. (Please do NOT contact anyone at the listed CVB's) The cities are listed alphabetically.

Name: _____(Required)

My vote for the 2013 reunion: Du Page IL Mobile AL St Louis MO

Initials: _____

If returning by mail send form to:
USS COGSWELL DD-651 ASSOCIATION
PO BOX 6098
OCEANSIDE, CA 92052-6098



THE MAGNIFICENT MILES WEST OF CHICAGO

DUPAGE COUNTY

Magnificent Military Reunions

DUPAGE CONVENTION & VISITORS BUREAU

From military sights to general points of interest to delectable dining and world-class shopping—when it comes to great military reunions, you can count on a mission accomplished in DuPage County, Illinois. We would be honored to host your next reunion.



Military Sights



- Cantigny Park's First Division Military Museum
- Great Lakes Naval Training Center
- Veteran's Memorial Water Wall at Soldier Field, Chicago
- Navy Pier, Chicago
- There are more than 30 war memorials and military monuments that honor the men and women who served, fought and died in defense of America's freedom in Chicago.

DuPage Convention & Visitors Bureau
 915 Harger Road, Suite 240, Oak Brook, IL 60523-1476
 630.575.8070 • 800.232.0502
www.discoverdupage.com—julie@discoverdupage.com

DuPage at a Glance

- Ideally located just 20 miles from downtown Chicago
- Minutes from O'Hare & Midway International Airports
- Accessible by major expressways
- Over 100 reunion-friendly hotels with low tax rates
- Easy access to Chicagoland attractions
- Great Rates ranging from \$89-\$129 with breakfast
- Free Parking



Magnificent Diversions

- Broadway-style Drury Lane Theatre
- Award-winning Lynfred Winery
- The breath-taking Morton Arboretum
- World-class restaurants, attractions and shopping in walking distance to hotels
- Museums & cultural events/exhibits
- Historic Route 66 landmarks



ILLINOIS. MILE AFTER MAGNIFICENT MILE.



MAN YOUR STATIONS!

USS COGSWELL DD-651 Association Requests Permission to Come Aboard!

Mobile Bay is the headquarters for gulf coast reunions. The city has a rich military history and is the home of the oldest Battleship Park in the USA. The Park also has memorials dedicated to veterans of the Korean and Vietnam Wars. The USS **ALABAMA** is the perfect location for naval reunions and groups can have lunch and a memorial aboard ship.



The Lodging Station

The Mobile Bay Hotel community will roll out the red carpet for the sailors and families of the USS Cogswell Reunion Association. **Affordable rates from \$85.00 to \$109.00** can include complimentary breakfast, hospitality room, banquet set-up and permission for carry-in beverages.

The Attractions Station

A visit to Mobile would not be complete without a visit to beautiful **Bellingrath Gardens and Home**. Enjoy 65 acres of year-round floral pageantry in a Southern estate garden, including the 2004 Top Public Rose Garden in the United States.

Your next stop will be the **Mobile Carnival Museum**. Experience Mardi Gras in its true birthplace. See majestic crowns and robes of past kings and queens of this one of a kind celebration.

Everyone will enjoy touring **GulfQuest – The Maritime Center of the Gulf of Mexico**. Located on Mobile's waterfront, visitors will be able to immerse themselves in a total seafaring experience featuring state of the art interactive exhibits and unique displays on marine archeology, shipwrecks, hurricanes and much more!



The Dining Station

Not to be forgotten is the outstanding, fresh seafood cuisine offered by the many local seafood establishments in Mobile. Several are located along Mobile Bay that will make your dining experience even more spectacular. Try any of the local favorites to include **seafood gumbo, fried shrimp or oysters fried, stewed or nude!** Whatever your choice, you will quickly find that Mobile Bay is the home of the freshest catch on the gulf coast. Come on down! We will make your stay memorable!



Mobile Bay Convention & Visitors Bureau
800-5-MOBILE www.mobilebay.org

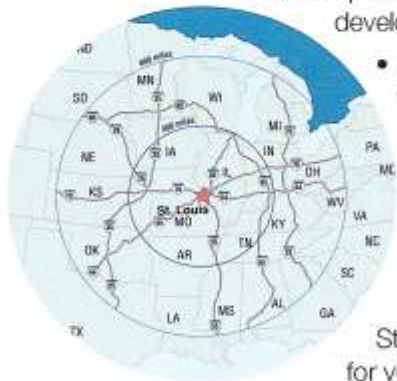


Free, fun, and family-friendly

How often do you hear those words used in the same sentence? St. Louis has everything you need for the most memorable reunion site – all close to home and all within reach.

St. Louis extends a cordial invitation to the USS Cogswell DD-651 Association to come & explore everything St. Louis has to offer. From the World Wars to the modern military, St. Louis is filled with monuments and historic sites honoring our nation's military men and women.

- St. Louis is located in the middle of everywhere. Nearly fifty million people can drive to St. Louis in one day. All major highways converge into our downtown area. Lambert-St. Louis International Airport, which provides service for all major carriers, averages 500 daily arrivals and departures to 61 non-stop destinations.
- St. Louis is experiencing a tremendous wave of growth. More than \$5 billion worth of new and exciting development projects have revitalized our city with more than \$700 million in new development currently taking place.



- St. Louis welcomes 22.3 million visitors each year and has more first-class free attractions than any other city outside of D.C. Enjoy free admission to world-class attractions like Grant's Farm, the Anheuser-Busch Brewery, and the Saint Louis Art Museum. Explore the Museum of Westward Expansion at the Gateway Arch and journey to the Missouri History Museum for exhibits on Charles "Lucky Lindbergh" and much more. The Saint Louis Zoo is a must-see for animal lovers.
- St. Louis boasts more than 38,000 sleeping rooms area-wide; our St. Louis hospitality community has offered a sampling of rates from \$79-\$129 for your reunion.

We are confident our convenient, central location, exceptional hotel package, and numerous first-class attractions, combined with the warm welcome of our St. Louis citizens and our community's historic character will play a significant role in producing a well-attended and successful destination for the USS Cogswell DD-651 Annual Reunion. We look forward to welcoming YOU in 2013!



07/11

www.explorestlouis.com

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