

THE SCUTTLEBUTT



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USS COGSWELL DD-651 ASSOCIATION 16TH NATIONAL REUNION MOBILE AL JUNE 02-04, 2013 (SUN, MON, TUE)

A team consisting of Clyde Beck, Bruce & Mary Kittredge, George Overman, and Mack Stringfield hosted by Ron McConnell from the Mobile CVB selected the Admiral Semmes Hotel for the site of our reunion.

The room rate (king or two queens) is \$89 per night plus tax (currently 14%). This rate does NOT include meals. There is breakfast and lunch available at the Adm. Semmes and dinner available at the Holiday Inn next door. In addition, local crewmember Clyde Beck and family will provide airport shuttle service—more information will be available in the reunion brochure, which will be out within two months.

For booking a reservation call [251-432-8000](tel:251-432-8000). Request a GROUP RESERVATION and when prompted use GROUP CODE 0601 USSCOG.

This is the direct number for the Admiral Semmes front desk. The phone will be answered by knowledgeable staff experienced with handling reservations. Any difficulty encountered by a caller will be directed to Maura Garino, VP Public Relations & Business. If Maura does not solve the problem you may be having, feel free to send me an e-mail to Secretary@usscogswell.com or call 760-889-2216.

DO NOT USE THE 800# OR THE ONLINE BOOKING SYSTEM.

All unused rooms in our room block will be released on May 02, 2013 to avoid additional expenses to the Association.

The Admiral Semmes Hotel has been one of the South's finest historic

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USS COGSWELL DD-651 ASSOCIATION CONTACTS

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Director—Don Miller Shipmate Locator

Alice Lincoln
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Colfax IA 50054-7516
515-674-3800
CrewmemberLocator@usscogswell.com

ATTENTION!!

If you have not received an e-mail message from the Cogswell Association in the past month it is probably because we do not have your valid e-mail address on file. Please send us your current e-mail address if it has changed recently. Send current e-mail address to: Secretary@usscogswell.com



NOW HEAR THIS Ships Store Now Open NEW COGSWELL BALLCAPS!

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 **Treasurer@usscogswell.com** or give him a call at **(515) 674-3800**. We know he is standing by and waiting for the order. Orv also brings a huge selection of items for sale to each reunion.



President's Message Tucson in Review

By Frank Wille (Officer 63-65)

I trust that this newsletter finds you making the most of the warm summer weather and enjoying family and friends. Please keep in touch with the Association and let us know what is going on with you. Several members have responded to Jim Smith to provide Navy background and stories about their time aboard Cogswell. I enjoy reading these sea stories, especially with our common bond - the ship.

2012 is a year between reunions. I hope that this newsletter will get your plans started for next year and the reunion in Mobile. I keep seeing the ads telling us how nice it is on the Gulf Coast. This is our chance to find out for ourselves.

I continue to see notices from other destroyers that they are having their last reunion and disbanding the association. That usually means that too few shipmates come to the reunions and the leaders are worn out. Be proud that your association remains strong and financially sound. We look forward to many more years of newsletters and reunions. This requires input from everyone involved.

Efforts to find lost shipmates continue. Please offer to help, if you are able.

See you next year.

Frank Wille
Association President



Old Guy and a Bucket of Shrimp

Sent in by Joe Baer (Skipper 65-67)

It happened every Friday evening, almost without fail, when the sun resembled a giant orange and was starting to dip into the blue ocean. Old Ed came strolling along the beach to his favorite pier. Clutched in his bony hand was a bucket of shrimp. Ed walks out to the end of the pier, where it seems he almost has the world to himself. The glow of the sun is a golden bronze now.

Everybody's gone, except for a few joggers on the beach. Standing out on the end of the pier, Ed is alone with his thoughts...and his bucket of shrimp. Before long, however, he is no longer alone. Up in the sky a thousand white dots come screeching and squawking, winging their way toward that lanky frame standing there on the end of the pier. Before long, dozens of seagulls have enveloped him, their wings fluttering and flapping wildly. Ed stands there tossing shrimp to the hungry birds. As he does, if you listen closely, you can hear him say with a smile, 'Thank you. Thank you.' In a few short minutes the bucket is empty. But Ed doesn't leave. He stands there lost in thought, as though transported to another time and place.

When he finally turns around and begins to walk back toward the beach, a few of the birds hop along the pier with him until he gets to the stairs, and then they, too, fly away. And old Ed quietly makes his way down to the end of the beach and on home.

If you were sitting there on the pier with your fishing line in the water, Ed might seem like 'a funny old duck,' as my dad used to say. Or, 'a guy who's a sandwich shy of a picnic,' as my kids might say. To onlookers, he's just another old codger, lost in his own weird world, feeding the seagulls with a bucket full of shrimp. To the onlooker, rituals can look either very strange or very empty. They can seem altogether unimportant maybe even a lot of nonsense. Old folks often do strange things, at least in the eyes of Boomers and Busters. Most of them would probably write Old Ed off, down there in Florida. That's too bad. They'd do well to know him better.

His full name: Eddie Rickenbacker. He was a famous hero back in World War II. On one of his flying missions across the Pacific, he and his seven-member crew went down. Miraculously, all of the men survived, crawled out of their plane, and climbed into a life raft. Captain Rickenbacker and his crew floated for days on the rough waters of the Pacific. They fought the sun. They fought sharks. Most of all, they fought hunger. By the eighth day their rations ran out. No food. No water. They were hundreds of miles from land and no one knew where they were.

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**FINANCIAL STATEMENT
 USS COGSWELL DD651 ASSOCIATION
 FEBRUARY 01, 2012 TO JULY 31, 2012
 JANUARY 31, 2012 CASH ON HAND \$16,805.18**



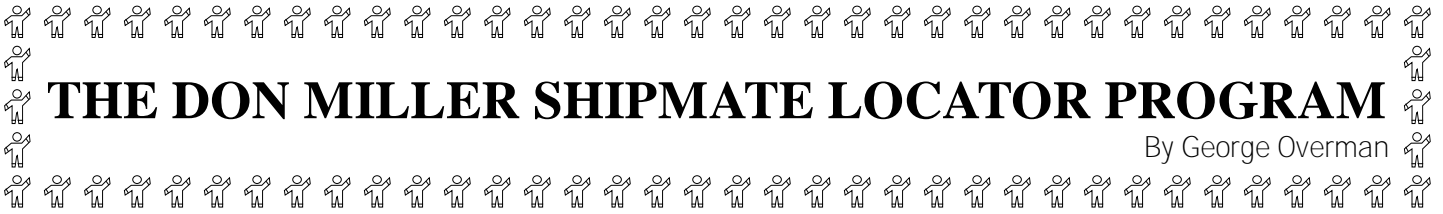
DEPOSITS

FEBRUARY 2012	\$ 455.00
MARCH 2012	\$ 525.00
APRIL 2012	\$ 385.00
MAY 2012	\$ 360.00
JUNE 2012	\$ 50.00
JULY 2012	\$ 00.00
TOTAL DEPOSITS	\$1,775.00

DEBITS

POSTAGE	\$ 53.05
REIMBURSED EXPENSES	
GEORGE OVERMAN	\$1073.90
DON MILLER	\$ 33.15
FRANK WILLE	\$ 43.53
SHIPS STORE	
T SHIRTS, SWEAT SHIRTS & BALL CAPS	\$1330.30
TOTAL DEBITS	\$2,533.93

TOTAL DEPOSITS + CASH ON HAND	\$18,580.18
MINUS EXPENSES	\$2,533.93
TOTAL	\$16,046.25
CASH ON HAND (Bank statement 7/31/12)	\$16,046.25



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.



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

Tin Can Sailors Crewmember Locator Program

By George Overman

We are continuing to use the Tin Can Sailors locator service to find missing crewmembers. The program has been successful, but only to the extent that we are getting an overall 22% return on our investment. In other words, we are getting 2.2 new members for each 10 we find. Some are deceased and others are simply not interested in the Association. We also have 29 pending new members to follow up with, both from TCS and other sources. Tom Lamson and Mack Stringfield are making phone calls to these folks to get them to send in their membership forms. We can only hope their persuasion to join for these crewmembers is successful. Based on input from the TCS locator, we are shifting the search effort to the early 60’s. Based on his experience, we may get a better return on crewmembers wanting to join the Association. Again please help with a donation if you can.

I have been a bit lazy supplying more names to the TCS locator as my time was taken up with other activities. I will get back to the effort once we get the 29 new names cleaned up.

Stats:

Total names provided: 246

Total located: 170

Total deceased: 73 (43% earlier years very high—later years better)

Total alive: 97 (57% later years much better)

No interest in Association: 58 (60% - either initial no interest indicated or have not responded to numerous membership reminders)

Interested in Association: 39 (40% - currently contacting folks to contact for reminder)

New active members: 21 (22% since inception of program)



USS COGSWELL ASSOCIATION DATABASE STATISTICS as of 08/01/12

Our database contains 3297 names total. Changes since 2/15/2012 below

- Active = 265—down 4 (paid dues are current)
⇒ 118 Life Members
- Inactive = 9 down 7 - no change (have not paid dues for more than two years—house cleaning of these inactive members)
- New = 29—down 1 (New members found who were mailed a membership form, waiting for return.)
- Reactivating = 2 up 2 (Need to be contacted (Inactive members who are reactivating their membership)
- No Interest = 593—up 36 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)
- Deceased = 432—up 17 (known deceased shipmates—some newly found crewmembers)
- Not Located = 1969—down 50 (continues to be the largest number in database - we still need help locating. Largest part of decrease due to TCS locating efforts.

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New members—February 15, 2012—August 01, 2012

Last Name	First	City	State	Years Aboard	Rank
BOS	JAMES	BLOOMINGDALE	MN	67-69	OFFICER
DUBRULE	RONALD	OXFORD	MA	68-69	OFFICER
EILERS	METZ	AUSTIN	TX	65-66	SN
HULBERT	BRUCE	GOODYEAR	AZ	67-69	OFFICER
PASQUALETTI	LEWIS	BUFFALO	NY	52-55	SN

Known Deceased since February 2012

Last Name	First Name	City	St	Years Aboard	Rank
BELTZ	JOSEPH	DAVIDSVILLE	PA	58-61	RD
BURMEISTER	THEODORE	MARBLEHEAD	OH	54-57	MM
CAPONE	STEPHEN	ROCKY HILL	CT	43-46 (PO)	RD
FORTON	JAMES	CLINTON TOWNSHIP	MI	69	BT
FREELAND	JOHN			69	EN
GILBERT	WAYNE			69	SR
HANNA	MOSES			68-69	SM
HOWEY	ERWIN			68-69	SA
NELSON	RICHARD	MINNEAPOLIS	MN	52-53	SN
OLILLA	JAMES	LA CROSSE	WI	54-55	BT
PALL	JOHN	DRIPPING SPRINGS	TX	43-44 (PO)	SN
ROCKWELL	PERRY	PLATTEVILLE	WI	43-45 (PO)	RM
ROGERS	GEORGE	NEW BEDFORD	MA	43-46 (PO)	RM
SELLE	ORVILLE			45-46	FN

PO = Plankowner

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



George D. Rogers Jr.
(RM 43-46 Plankowner)



NEW BEDFORD — George D. Rogers, Jr., 85, of New Bedford died March 25, 2008, at St. Luke's Hospital after a brief illness. He was the husband of Beatrice (Marshall) Rogers.

Born in New Bedford, the son of the late George and Cecilia (Ponte) Rogers, he lived in New Bedford all of his life.

Mr. Rogers was a communicant of Our Lady of Guadalupe Parish at St. James Church.

He was formerly employed by Acushnet Company for 27 years until retirement.

Mr. Rogers served in the U.S. Navy as a petty officer radioman first class during World War II and Korea. He was the recipient of the Asiatic-Pacific Theater ribbon with 11 Battle Stars, the Philippine Liberation Ribbon with 2 Stars, the American Theater Ribbon, the Navy Occupation Service Medal and the World War II Victory Medal. He was a member of American Legion Post 1, and Veterans of Foreign Wars Post 15022 in Kansas City.

Mr. Rogers was a member of the American Radio Relay League as W1WGN and served as radio officer for the New Bedford Civil Defense under director Anne Fitch.

Survivors include his wife; 3 sons, Jeffrey Scott Rogers and Brian David Rogers, both of New Bedford and George Anthony Rogers of Berkeley Heights, NJ; a daughter, Donna Louise Monteiga of Dartmouth; 4 granddaughters, Crystal Barbosa, Katelin Rogers, Brittany Rogers and Isabella Shui Rogers; 3 great-grandsons, Jorge, Jordan and Christopher.

(Editor's note: We just recently learned of George's passing. His wife Beatrice died in March 2012)

John Anthony Pall, Jr.
(SN 43-44 Plankowner)

To Whom it may concern,

I regret to inform you John Anthony Pall, Jr who served on the USS Cogswell from 1943-1944 and has been a member of your Association and also a Plankowner has passed today [May 30, 2012]. He requested that you and those he served with be informed of this information.

Sincerely,
Joanne Pall (Daughter)

**JOSEPH E BELTZ
RD, 1958-1961**

Sadly I'm e-mailing you that my brother, a member of your organization, JOSEPH BELTZ, 374 Seneca Trail, Davidsville, PA 15928, passed away on February 9, 2012.

James R. Beltz

*Picture from 2001
Atlantic City
reunion*



Sent in by John Pall in January 2012 Prior to His Passing



Maybe you could just send this out for me. I received many replies from Association Members and for that I am thankful, got the display case finished as best as I could do. The cards are old and some do not show up as well as I had hoped for. The card in the upper right hand corner is a summary of the 3 medals and the six battles stars. One star is Silver representing 5 battles and one is Bronze representing one battle. The battles are listed on the right side of the card, the battle for Iwo Jima is from a different ship, I am sorry that is hard to read but that is what happens from typewriters and old age. The fourth medal is the WW II Victory Medal.

Last deployment: Burial at sea Submitted by James L. Smith

Veterans are not often aware that the United States Navy provides a "Burial-at-Sea" service for active duty, retired uniformed service members, veterans who were honorably discharged and U.S. civilian marine personnel of the Military Sealift Command, as well as dependent family members of active duty personnel, retirees, and veterans of the uniformed services.

The services can be for both cremated remains and casketed remains, but the latter require special handling and preparation.

Because the committal ceremony is performed during routine Navy deployments, family members are **not allowed to be present**. The ship's commanding officer will notify the family of the date, time, longitude and latitude of the committal once it has been completed.

For further details and the supporting documents required for the program and for a "Burial At Sea Request Form" visit website: <http://www.public.navy.mil/bupers-npc/support/casualty/mortuary/pages/burialatsea.aspx>

To receive information by phone call (901) 874-6682 or toll-free 1-866-787-0081 weekdays between 0730-1600 hours (Central time).

Received from Charles W Slottje

A story to tell about a great hero to myself and others who knew Herb DeLong. His life started in Cuba and his family owned a fishing fleet in Havana, lost to Fidel Castro in 1957. The family moved to Miami, Florida. Herb DeLong joined the Navy in 1960 and was stationed on the USS Cogswell as a Sonarman. When I came in November 1962 after boot camp and A School for Sonarman. Got to work with Herb a year or so. Herb could hold his breath for more than four minutes.

I got to go fishing with him off San Diego along the Coronado Islands. He would spear giant fish and come back to San Diego and sell the fish. It was such a good learning force with all of us. He offered money but he was so fun. I still would work for free.

My GQ Station was in Mount 51 as a Gun Mate. Now I am 70 years old, deaf and would still do it for \$262.00 a month. I also did two tours in Vietnam firing shore bombardment and plane guarding behind carriers. I also spent time going to HiPung harbor in Hanoi, North Vietnam, what a sight! We could have stopped the war in 1965 with the right politics. Say hello to Harvey and Trebowser and all the other Sonarmen from 1962-1966.

God Bless You Herb DeLong and all your loved ones.

Charlie

Served on the USS Cogswell from November 1962 to June 1966 as Sonarman

Brent & Marilyn Hill (GMG 60-63)

As reported to James L Smith

Gunner's Mate Brent C. Hill didn't end his world traveling when he was discharged from the USS Navy in 1963.

A native of Ogden, Utah, Brent joined the Navy in November 1959 and did his basic training at the Naval Training Center in San Diego. The recruits were given leave over Christmas and Hill went home to Utah. When Brent returned to finish boot camp he discovered he had contracted pneumonia and was hospitalized at the NTC for two weeks.

Because of the illness, Brent was removed from his recruit group and then placed with a new group of recruits to complete basic training after he recovered.

The USS Cogswell was his first and only Navy assignment and included two Western Pacific cruises and a tense few days as they escorted troop ships from the west coast to the west coast of Panama during the 1962 Cuban Missile Crisis. He reported aboard a member of 1st Division. When he left the Navy two years later he was a 2nd Class Gunner's Mate.

When the Russians backed down and agreed to remove the missiles from Cuba, the need for the troops to move through the Panama Canal evaporated and instead Brent and his crewmates enjoyed a few days liberty in Balboa before returning home to San Diego.

During his two WestPac cruises, Brent remembered doing patrol duty in the South China Sea, but this was the period before the U.S. was running bombing raids or doing gunfire support.



There were also port calls at Sea Fair in Seattle, Pearl Harbor, Sasebo, Yokosuka, Yokohama, Hong Kong, Kaohsiung, Subic Bay and Okinawa.

At a few of those ports, Brent, a lifelong fisherman, remembers throwing out a fishing line off the fantail and trying his luck. He also remembers liberty on Grande Island in the Philippines. He hooked a few sand sharks in Subic Bay.

Like many of those who served on the Cogswell, Brent has mostly memories of chipping paint and painting. He left the Cogswell and Navy in November 1963 and stayed in the San Diego. Brent's wife, Marilyn, was pregnant with the couple's first child at the time of his discharge.

Brent worked for Challenge Dairy as a milkman (remember them?) until the birth of Shelley.

Following Shelley's birth the young family moved back to Utah and Brent found a job with the Union Pacific Railroad starting as a switchman. After he served the appropriate time as a switchman he was promoted to brakeman and later to conductor.

The railroad career lasted 39 years until his retirement in 1993. Some of his routes took him from his home in Layton to Wyoming, Salt Lake City and Elko, Nevada, but most nights he was able to be home.

"It was a great career," Brent said.

For their home in the heartland of America, Brent and his wife have traveled extensively, including 17 cruises on Holland-America Cruise Line. One of the more exciting cruises was a 22-day cruise out of Rio de Janeiro that included some steaming around Antarctica and a stop in Buenos Aires. A stop in the Falkland Islands was cancelled due to bad weather which resulted in an extra day of steaming in Antarctica.

In addition to Alaska, Caribbean cruises, the Hills took a 21-day cruise out of Kobe, Japan that traveled through Kodiak and Homer and other Alaskan cities, as well as the inland waterway, and ending in Vancouver, Canada.

During that cruise Brent discovered that Tokyo Bay and Yokosuka had changed a lot from the days he sailed there on the Cogswell.

"Everything was different, especially the modern buildings," Hill said.

The couple visited the Canary Islands via Spain and took trips to Australia and New Zealand. They have also traveled extensively in Mexico and the Caribbean.

A fisherman since the age of 6, Brent loves fly fishing and enjoys tying his own flies. About once a week he heads out to

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Cogswell Plaque

By James L Smith

(QM 66-67)

In a February 2012 visit to the National Museum of the Pacific War in Fredericksburg, Texas I was honored to find the USS Cogswell, DD-651, among the many ship and other memorials engraved into a wall of remembrance in a courtyard outside the museum.

The small marker, which includes a photo of the Cogswell, reads:

U.S.S. COGSWELL (DD-651)

Launched 5 June 1943 by Bath Iron Works Corp.

Commissioned 17 August 1943 Charlestown Boston Navy Yard

Decommissioned and attached to the Atlantic Reserve Fleet 30 April 1946

After shakedown period, assigned to escort the USS IOWA taking President Franklin D. Roosevelt, Secretary of State Cordell Hull, and Chief of Naval Operations Admiral Ernest J. King to the Tehran Conference to meet with Russia's Joseph Stalin and Britain's Prime Minister Winston Churchill.

During the Battle of Leyte Gulf, the COGSWELL, with three other destroyers and a CVE were detached from Task Force 58 to protect the withdrawal of the severely damaged US CANBERRA and the USS HOUSTON, both under tow from enemy waters. The group was sighted and continuously attacked by enemy torpedo planes during 14-17 October 1944. The rescue group, including the COGSWELL received the Silver Star Medal.

The COGSWELL was in Tokyo Bay to join the Surrender Ceremonies signed on the USS MISSOURI, 2 September 1945. The COGSWELL earned 9 Battle Stars in the Asiatic-Pacific Area, the Philippine Liberation Ribbon with Two Stars and the Navy Occupation Service Medal with Asian Clasp.

Dedicated to her Officers, Plankowners and Crew and her first Skipper, Commander H. K. Deuterman, USN



The museum, which took us nearly four hours to go through is one of the best wartime collections that my wife and I have visited across the country. The nearby Nimitz Museum is smaller, but has some interesting artifacts from the life of one of America's most important Admirals. Admiral Chester Nimitz is a native of Fredericksburg, Texas and it is obvious that the community is very proud of him.



James L Smith

A couple blocks from the museums is the Pacific Combat Zone, which includes American and Japanese gun, tanks and a restored PT boat. At various times during the year, re-enactments of the battle of Tarawa are performed at the Pacific Combat Zone.

For any sailor, this is a must see museum and we highly recommend a visit here. My wife was kind enough to take a picture of me with the Cogswell plaque, which I have included with this article.

(Editor's note: Does anyone have knowledge of who may have donated the resources for the Cogswell plaque?)

Mystery solved: Twice stolen Purse travels 700 miles

As reported to James L. Smith



The last night of the USS Cogswell Association reunion in Tucson, Arizona included a little drama over a purse stolen from under a table at the final night's dinner.

Al Burns' woman friend, Virginia, asked a server to keep an eye on the purse while she and Al had their photo taken. When they returned the purse was gone. Despite the best efforts of reunion organizers and Al the purse was not found and the hotel folks insisted it had not been stolen.

Sometime after the reunion, Al's friend received a call from the hotel notifying them that someone had found the purse and were holding it in lost and found, but they would be willing to mail it back to her once they had an address.

Virginia asked the hotel folks to check her purse to see what was in it, but the next call she received was pretty disturbing as the purse had

disappeared again right under the noses of the hotel lost and found.

Three months after the reunion and the call from the hotel, Al and Virginia received a phone call from a woman who purchased the purse at a second hand store in Trinidad, Colorado, which is about 700 miles northeast of Tucson, Arizona.

Although the credit cards and cash were long gone, the thief left behind a Medicare card with Virginia's name on it which led to the contact and the offer to return the purse.

How the purse made the trip to Trinidad will unfortunately remain a mystery.

The Ol' Gunner and His Battlewagon

As reported to George Overman

The following pictures and stories were provided by Al Burns upon his visit to one of his former duty stations the USS IOWA BB61



Here is a picture of me (left) and the Turret 1 Gunners I served with in the 50's. I am the first Class standing in the back row next to my Chief. I went aboard the Iowa in 1951 as a 3rd class Gunners mate at Hunters point, San Francisco in the recomissioning Crew. After putting the Iowa back in Commission, we went over to Korea supporting ground troops with Gun fire support and bombarding railroads, steel yards, and water dams. We fired many rounds of 16" rounds while over there. After



the Korean War, the Iowa's Home Port was transferred from Long Beach CA, to Norfolk VA. We made a couple trips to the Mediterranean, and then I got transferred off the Iowa in 1955 to shore duty in Denver Colorado. I served on the Iowa 1951-1955.

Al standing in front of the same mount (top right) at opening ceremony in San Pedro, CA, July 7, 2012. Al is standing next to Rear Admiral Gerald Gneckow (Ret.). Rear Admiral Gneckow was the commanding officer of the USS IOWA 1984-1986 and is the current president of the USS IOWA Association.



Ron Eberle Receives Certificate (BM 66-68)

The picture is of myself and one of my first Vietnam Veterans of America, chapter 454, member of our first color guard.

We came into this room to look for our Vietnam Veterans Appreciation Certificate signed by the Mayor of Louisville..... I of course, am in the blue shirt.

Same as the videos of the other e-mail.

Ron



Flag Raising Ceremony Mike Hause (ME 51-52)

We did a flag ceremony at Cape May Point on 6/9/12 It was honoring a shipmate of ours.

Sgt. Gordon Lusky, US Army Air Force he was a member of the Coast Guard Auxiliary namely Flotilla 86 Lwr Twnshp NJ.

Yes I am the Drill Sgt again. Who knows I might get good at it.

Mike Hause

Editors note: Mike sent a link to the flag raising ceremony performed every night from Memorial Day to Labor Day. It's quite amazing as it is performed by a person who has been doing it for over 38 years and honors fallen warriors and their families.



(Continued from page 10)

enjoy a favorite local stream. Most of what he catches is trout, but he always releases them.

Brent is a member of the Wild Trout Safari Club and has also taken some wonderful fishing trips in Alaska that included flying into the wilderness on a float plane.

One of those trips, a 7-day adventure that started in Anchorage included camping along a river at a different spot each night. During one of those trips they counted 23 grizzly bears.

Most recently Brent has begun working with young boys in a Cub Scout troop through his local church, the Church of Jesus Christ of the Latter Day Saints.

Brent and Marilyn will celebrate their 50th Anniversary next February. In addition to daughter Shelley, the couple has a son, Brett, 45. They have one grandchild, but will inherit five more when Brett is married in August.

Don't You Wish!
Sent in by Jack Rouiller (SKG 1955-57)

U.S.S. COGSWELL (DD-651)-
c/o Fleet Post Office
San Francisco, California

PLAN OF THE DAY
NOT TO BE REMOVED FROM THE SHIP

27 April 1957

0400 REVEILLE for Officers and Chiefs.
0600 TAPS; keep silence about the docks.
~~0615 Reverse course and head for San Diego.~~
0630 LCDR's and above air bedding. Pick up new Polywogs for initiation.
0700 Division CPO's and Officers lay down to messhall and draw rations for divisions (steak, eggs, bacon etc.).
0730 Breakfast in bed for crew, served by Officers and Chiefs.
0800 Relieve the watch if you want to.
0900 Pipe beer to all scuttlebutts.
0915 Early liberty for all restricted men.
0930 REVEILLE for the crew; entertainment on the fantail by a traveling group of Mermaids.
1000 Early dinner for those who were asleep and missed breakfast.
1045 Mess cooks inspect the Executive Officer.
1100 All those having one, draw one. All those not having one; turn one in.
1105 Turn to; commence ship's work.
1110 Knock off ship's work. (see note #4)
1130 Dinner for the crew. Hawaiian dancing girls will serve.
1145 Liberty to commence for all sections. Division Officers will distribute leave papers and one thousand dollar bills for personnel desiring to go on leave. Liberty and leave will expire when completed.
1230 Close the mess line?
1300 Doc Young report to sick bay for inoculations.
1345 Drain beer from all scuttlebutts; replace with martinis.
1400 Tea. Geisha girls will serve.
1500 Change into Uniform of the Day (see note #1).
1500 Draw dates. (see note #2 and 3)
1630 Cocktails on the OJ level. Music by Spike Jones and his Orchestra.
1645 Cocktails on the main deck. Dance to the music of Bill Haley and his Comets.
1800 Champagne dinner in the Lanai Room (can you fine it?)
1930 Movies in the mess hall; Grand Opera atop MT52; Boxing atop MT52; Wrestling atop MT53; Burlesque Show atop MT54.
2359 REVEILLE. Hope you had a nice day.

NOTES: 1. Uniform of the day: Officers and CPO's - Swimming shorts with ties.
Other enlisted - Shoes with dungaree shirts.

2. Girls are available for the evening as indicated below. Chits are not required, but no more than three may be drawn by one man at a time.

BLONDES	Boatswain's Locker
BRUNETTES	Forward Fire Room
REDHEADS	After steering
STRIPED TOPS	Paint Locker

3. All regular navy personnel desiring to "ship over" will be accommodated tomorrow.

It has been noted that some persons are getting out of the sack too early. STAY IN YOUR SACK. Further, some have been caught working two or three hours straight. This must not be permitted. The dangers of overwork and fatigue are well known and all hands are reminded to do as little as possible. In this case let your division officer set the example. WE MUST KEEP OUR NAVY STRONG AND WELL RESTED.

Idle Dream
Idle DREAM

Facts about Mobile, Alabama

Submitted by James L Smith



In addition to being famous as the host of the 2013 USS Cogswell Association Reunion, the City of Mobile has a varied and interesting history.

Founded as capital of colonial French Louisiana in 1702.

Remained part of New France for more than 60 years.

During war with Spain in 1720, Mobile was a battlefield and the capital moved west to Biloxi.

Britain took control in 1763 following their victory in the Seven Years War.

Mobile did not become part of the United States following the Revolutionary War, as it was part of territory captured by Spain from Great Britain in 1780.

Mobile first became part of the U.S. in 1813 when it was captured by American forces.

December 14, 1819 Mobile became part of the new 22nd state of Alabama.

In 1861, Mobile seceded from the Union and joined the Confederacy.

So at various times, Mobile was French, British, Spanish, American and Confederacy in the first 160 years of its settlement.

Mobile was once the second largest international seaport on the Gulf Coast. Only New Orleans was larger. Despite major fires, Mobile remained one of the four busiest ports in the U.S. by the 1850s.

During the Civil War the heavily fortified city was under a blockade by Union Admiral David Farragut. The Confederates built blockade running, fast, shallow-draft, low-slung ships to evade the blockade. The Confederate submarine, which was built and tested in Mobile, has the distinction of the first submarine to sink an enemy vessel.

In August 1864 Farragut's ships participated in the famous Naval battle – The Battle of Mobile Bay. It was heard that Farragut reportedly said "Damn the torpedoes, full speed ahead." The quote came after the USS Tecumseh hit a Confederate mine and sank. The Tecumseh still rests in Mobile Bay.

The City of Mobile surrendered to the Union army to avoid destruction. An ammo depot exploded on May 25, 1865, weeks after Confederate President Jefferson Davis dissolved the Confederacy. The explosion killed 300 people and destroyed a large part of the city.

Of the 175 Fletcher class destroyers built across the U.S., seven were built in Mobile shipyards, including DDs 550, 551, 552, 553, 654, 655, and 656.

Liberty ships were also produced in the Mobile shipyards during World War II.

Mobile has been damaged by hurricanes, Frederic (Sept. 12, 1979), Ivan (Sept. 16, 2004), and Katrina (Aug. 29, 2005).

The city is the resting place of the museum ship, USS Alabama, BB-60.

(Continued from page 1)

landmark hotels. Since its opening in 1940, when it was acclaimed Mobile's only luxury hotel. The hotel has been placed on the prestigious list of historic hotels of America. It is the first Mobile hotel invited to join this prestigious organization. Some of the hotel's architectural features include expansive marble floors, stair cases, a unique oval balconied lobby, highlighted by a large central chandelier, and the original Art Deco elevator doors. The hotel offers its guests a full array of services including Oliver's Restaurant and wine cellar, The Admiral's Corner Lounge, an entire floor of conference space on the mezzanine level, a spacious outdoor pool deck with hot tub, and a covered parking garage adjacent to the hotel. (Current rate is \$7.00/day)

More About The Admiral Semmes Hotel

There were only three in Mobile that dominated the limelight in the pre-Brookley Field boom years.

While the old Bienville and LaClede hotels had their fans, it was the Cawthon, Battle House and the Admiral Semmes that presided over the flush times when Mobile experienced seam-ripping growth.

When the Admiral Semmes came on the scene in November of 1940, its opening was something. The first building in Mobile to be air-conditioned, the \$1 million Admiral Semmes hotel was touted as being "one of the most modern in the South." Part of the National Hotel Company Chain, the twelve floor structure featured a cocktail lounge, coffee shop, drug store, and National Air Lines office. The kitchen, which served the main ballroom and five smaller dining rooms, boasted such amenities as two giant refrigerated boxes, a wine cellar, baking ovens, and basement which also contained a refrigeration plant, ice making plant, and a plant for freezing garbage.

The ballroom, located on the mezzanine floor, was equipped with a sliding partition and had a seating capacity of 550 for banquets and 750 for meeting. An interesting innovation concerning the ballroom, and a curious reflection of the era as well was an automobile ramp leading from the alley directly to the second floor. It was reported to have been capable of sustaining a weight of ten tones. Automobile dealers preferred to display their cars inside a hotel during a sales meeting or convention and would sometimes have to dismantle and reassemble vehicles in those hotels without other provisions.

No doubt, at this time, the Cawthon and Battle House, eyeing their slick new competitor with modern fixtures they couldn't match, took as their allies' history, tradition and Mobilians' almost unpryable sense of place to maintain a stronghold in the business. Even today, in the minds of many Mobilians who grew up in the 1920s and 1930s, the Admiral Semmes is still the new kid on the block.

Managed very effectively by Mr. Frank C. Drane from its inception until his death in 1969, the hotel was home to the late congressman Frank Boykin and also hosted Bob Hope, Gene Autry, Elvis Presley and countless other parties.

Over the years, however, Mobile was expanding west. New highways spawned "motor hotels" in the 1970s urban renewal caused large-scale demolitions downtown. With the area's decline, the hotel was no longer a popular place to stay.

At this point it was decided to cease operations as a hotel and in the spring of 1978 remodeling for a retirement community was begun. In April of that year senior citizens began to move in and the old hotel was publicly lauded. A useful purpose had been found for the hotel and social services would be well served. It would be known as the Admiral Semmes Manor. Although it was felt so at the time, this was not to be the ultimate turning point in the hotel's history. That turning point would occur on September 12, 1979 – rather violently. Hurricane Frederick caused major damage to the building although little structural damage was incurred; it still forced the owners, Gal-Tex of Dallas, Texas, to board up the building.

It continued in a sad state of disrepair until it was purchased in 1982 for \$190,000, which made the Admiral Semmes buy more attractive.

Intense interest surrounded Pope's quiet search for a suitable partner. Mobile's economic future, the long-range profitability of the hotel in downtown Mobile had to be considered. A feasibility study was commissioned. High interest rates in 1982 put a damper on the possibilities. More than 14 months later, and reportedly after much last-minute soul searching, Equity Management Corp, purchased the building for \$1.8 million and announced plans in August, 1983 to renovate it into a luxury hotel.

Contributed by Walt Dziedzic
(Officer 59-62)

***** 23 ADULT TRUTHS *****

1. Sometimes I'll look down at my watch 3 consecutive times and still not know what time it is.
 2. Nothing sucks more than that moment during an argument when you realize you're wrong.
 3. I totally take back all those times I didn't want to nap when I was younger.
 4. There is great need for a sarcasm font.
 5. How the hell are you supposed to fold a fitted sheet?
 6. Was learning cursive really necessary?
 7. Map Quest really needs to start their directions on # 5. I'm pretty sure I know how to get out of my neighborhood.
 8. Obituaries would be a lot more interesting if they told you how the person died.
 9. I can't remember the last time I wasn't at least kind-of tired.
 10. Bad decisions make good stories.
 11. You never know when it will strike, but there comes a moment at work when you know that you just aren't going to do anything productive for the rest of the day.
 12. Can we all just agree to ignore whatever comes after Blue Ray? I don't want to have to restart my collection...again.
 13. I'm always slightly terrified when I exit out of Word and it asks me if I want to save any changes to my ten-page technical report that I swear I did not make any changes to.
 16. I disagree with Kay Jewelers. I would bet on any given Friday or Saturday night more kisses begin with Miller Light than Kay.
 17. I wish Google Maps had an "Avoid Ghetto" routing option.
 18. I have a hard time deciphering the fine line between boredom and hunger.
 19. How many times is it appropriate to say "What?" before you just nod and smile because you still didn't hear or understand a word they said?
 20. I love the sense of camaraderie when an entire line of cars team up to prevent a jerk from cutting in at the front. Stay strong, brothers and sisters!
 21. Shirts get dirty. Underwear gets dirty. Pants? Pants never get dirty, and you can wear them forever.
 22. Even under ideal conditions people have trouble locating their car keys in a pocket, finding their cell phone, and Pinning the Tail on the Donkey - but I'd bet everyone can find and push the snooze button from 3 feet away, in about 1.7 seconds, eyes closed, first time, every time.
 23. The first tentacular guard, the "Cup," was used in Hockey in 1874 and the first helmet was used in 1974. That means it only took 100 years for men to realize that their brain is also important.
- Ladies.....Quit Laughing



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 2-6, 2012 Renaissance Seattle Hotel, Seattle WA
September 9-16, 2012 Tin Can Sailors Cruise to Alaska

Bull Sessions:

September 29, 2012 Tri-state. Double Tree Pittsburg, Pittsburg PA
October 13, 2012 Western States. Courtyard at Airport/Liberty Station, San Diego CA
October 13, 2012 Albany/Upstate NY. Best Western Sovereign Hotel, Albany NY
October 13, 2012 New England. American Legion Hall, Burlington MA
October 20, 2012 New York. Hilton Garden Inn Melville, Plainview NY
November 3, 2012 Mid-Atlantic. Holiday Inns & Suites North Beach, Virginia Beach VA
January 12, 2013 Florida Bull Session, Ramada Hotel & Conf. Ctr., North Lakeland, FL
January 19, 2013 Arizona Bull Session, Embassy Suites Phoenix, Phoenix, AZ

Field Days:

August 23-26, 2012 USS THE SULLIVANS (DD=537) Buffalo, NY
September 21-23, 2012 USS KIDD (DD-661) Baton Rouge, LA (1st event)
October 11-14, 2012 USS JOSEPH P KENNEDY, JR. Fall River, MA
October 25-28, 2012 USS KIDD (DD-661) Baton Rouge, LA (2nd event)

(Continued from page 3)

They needed a miracle. That afternoon they had a simple devotional service and prayed for a miracle. They tried to nap. Eddie leaned back and pulled his military cap over his nose. Time dragged. All he could hear was the slap of the waves against the raft. Suddenly, Eddie felt something land on the top of his cap. It was a seagull!

Old Ed would later describe how he sat perfectly still, planning his next move. With a flash of his hand and a squawk from the gull, he managed to grab it and wring its neck.. He tore the feathers off, and he and his starving crew made a meal - a very slight meal for eight men - of it. Then they used the intestines for bait. With it, they caught fish, which gave them food and more bait.....and the cycle continued. With that simple survival technique, they were able to endure the rigors of the sea until they were found and rescued (after 24 days at sea...).

Eddie Rickenbacker lived many years beyond that ordeal, but he never forgot the sacrifice of that first life-saving seagull. And he never stopped saying, 'Thank you.' That's why almost every Friday night he would walk to the end of the pier with a bucket full of shrimp and a heart full of gratitude.

From Truth or Fiction

The Truth:

The story about the plane crash and the seagull is true and, as indicated in the eRumor, is an excerpt from a book by popular minister and inspirational author Max Lucado. The book is titled "In the Eye of the Storm."

USS Cogswell Biography/"sea" stories project

Name _____ Age _____ Cogswell years _____
Rate & rank _____ Other duty stations _____ Spouse
name _____ How long married _____ Children _____ City where you live
now _____ Birth hometown _____

Favorite Cogswell memory (the one you tell all your family and friends at parties):

(Use back of paper for more room)

Give me a little information on your after Cogswell career, children, church, travel, hobbies and generally what makes you tick and smile (use additional sheets if necessary):

After I collect these sheets I will start writing up the biographies/sea stories, but I will undoubtedly have questions so I need a number to reach you. Also if you have e-mail give me that address so I can send you the finished work for correction and editing.

Thanks,

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Editor's note: Jim used this sheet at the Tucson reunion to gather some of the stories in this edition. Please feel free to fill this out and send it to Jim through e-mail or the address indicated. We want your bios and sea stories.

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USS Cogswell picture from 1962 cruise book