

New study shows USS Cogswell DD-651 Agent Orange eligibility location, dates

There is welcome news on the Blue Water Navy front for Vietnam veterans. One of the more frequent inquiries that the Association receives is how to prove that the USS Cogswell DD-651 and other ships that served in Vietnam were in "Blue Water" areas covered under recent legislation qualifying sailors for Agent Orange-related benefits.

A law firm, Hill and Ponton, has done yeoman work in establishing through Navy ship deck logs the locations of many of the ships, including the Cogswell, that served in the Vietnam theater. Along with the law firm, Ed Ball a retired Navy chief radioman has worked with the firm to make available a map so that Vietnam veterans can quickly and easily see where a ship was in the designated area.

A Military Times article highlighted the work of Ball, director of research for Military Veterans Advocacy Inc. and the law firm. By entering your ship's name the map will show the date and location of a ship in the areas covered by the Blue Water Navy Vietnam Veterans Act of 2019. *(Con't Page 9)*



Map showing Blue Water Navy Agent Orange eligibility Vietnam boundaries

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FEBRUARY 2020

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Reunion 2020: Welcome to Washington

By now all USS Cogswell DD-651 Association members should have received a reunion brochure either by mail or by email.

If you didn't get one, please contact George Overman at his address (see page 3) and he will send you one.

On Page 18 there is summarized information on the reunion and additional contact information about reserving hotel rooms.

Time is moving on, all of us are getting older and there is no time like now to enjoy the company of your former shipmates. If you live out west keep in mind it will be several years before we are back in the Pacific time zone.

A message from President Frank Wille

Get ready for a great time in the Puget Sound area of Washington state when we hold our reunion in Bellevue. While it is near to Seattle, Bellevue is a thriving area of its own. Ever hear of Amazon, Microsoft, or Boeing? All are headquartered nearby or have a major presence. Bellevue has a beautiful botanical garden that is known worldwide. There are many unique attractions in the area. Join us in September for an exciting time in this beautiful part of the country.

Mack Stringfield has been vice president of our association for several years and has been a valuable contributor. Mack has asked to be relieved of his duties and this has been accepted. I have appointed Jim Smith as vice president who will serve until the next election. I want to thank Mack for his service to the association. He was a contributor to the raffle, was acting treasurer, and helped shop for the reunion supplies among many other things. He took over as acting President in Colorado Springs and kept things running smoothly. I really appreciate all that he has done.

Your association is financially sound and ready for the September reunion. Hope to see you there.

Frank Wille



Frank Wille, Zola Low, Lyna Low

NOW HEAR THIS! THE SHIP'S STORE IS NOW OPEN. NOW AVAILABLE NEW T-SHIRTS, SWEATSHIRTS AND BALL CAPS.

Selena Simmermann is the Ship's Store manager. She and husband Buddy have created some great new items. Her address is:

SK 67 Lake Cherokee, Henderson, TX
75652.

To reach her by phone, call 903-263-1059.

Hats, t-shirts and sweat shirts are available along with other items. Contact Selena for these items and she will mail them to you with just a small added shipping charge. **See Pages 7-8 for new items.**



Shipment of "NEW" stuff for the ship's store!

USS COGSWELL DD-651 ASSOCIATION CONTACTS

President:

Frank Wille (Officer 63-65)
11614 Hazelnut CT
Oregon City, OR 97045
503-342-6699
President@usscogswell.com



Vice President/ Newsletter

James Smith (QM 66-67)
375 Davis Lake Road
Lapeer, MI 48446
810-338-3015
jlsmediaservices@gmail.com



Sec/Membership Reunion Planner:

George Overman (RM 64-66)
3784 Mission Ave.
Ste. 148 #1016
Oceanside CA 92058
760-889-2216
Secretary@usscogswell.com



Director:

Alice Lincoln
10512 S. 36th Ave. W
Colfax, IA 50054
alice.lincoln@centurylink.com
515-419-6086



Director

Open

Ship's Store:

Selena Simmermann
SK 67 Lake Cherokee
Henderson, TX 75652.
903-263-1059.



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

Visit the Association Online

www.usscogswell.com

**FINANCIAL STATEMENT
USS COGSWELL DD 651 ASSOCIATION
AUGUST 1, 2019 TO JANUARY 31, 2020**

Balance, August 2019		\$19, 979
Income		
Dues	560	
Reunion	406	
Ships Store	490	
		1, 456
Expenses		
Reunion	307	
Assn expenses	816	
Ships Store	200	
		1, 323
Balance, February 2020		\$20, 112

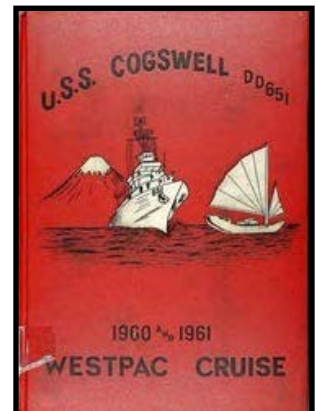
Need to replace a lost cruise book?

Perhaps somewhere along the line your treasured USS Cogswell DD-651 cruise book was misplaced or lost. Tom Lamson (RM3, 1967-68) found a link to a company which has reprinted copies of Navy cruise books. In checking the website we found the following years (1953-1960-1961-1962-1964-1965-1966-1967-1968) available for purchase.

We are not making any endorsement of this site, but are simply passing along the information in case you want to investigate further.

The price for the 1967 book was \$80. But it might be worth looking into the website if you want that piece of history for your family.

The cruise book cover at the right was designed by association member Jim Nelson (RM2, USS Cogswell DD-651 1958-61). In the August 2020 edition you will see much more of Nelson's cartoon work and memorabilia which he has sent to the newsletter editor. The 1960-61 Cruise book is one of those listed as available at the website above.



USS COGSWELL ASSOCIATION

DATABASE STATISTICS as of 02/01/2020

- Active = 198 (paid dues are current) - 128 Life Members
- Inactive = 9 (have not paid dues for more than two years—house cleaning of these inactive members)
- New = 2 (New members found who were mailed a membership form, waiting for return.)
- No Interest = 556 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)
- Deceased = 773 (known deceased shipmates—some newly found crewmembers)
- Not Located = 1764 (continues to be the largest number in database - we still need help locating)

New members— August 01, 2019—February 01, 2020

Last Name	First	City	State	Years Aboard	Rank
N/A					

Known Deceased since August 01, 2019

Last Name	First Name	City	St	Years Aboard	Rank
ALLEN	JOE	GASSVILLE	AR	69	MM1
ERSTAD	HOWARD	ALTOONA	FL	52-54	MM2
GRANHOLM	JALMAR	COLQUET	MN	55-56	MM2
HOLMS	JAY	CLARK FORK	ID	56	EN2
McLELLAN	KENNETH	EVANSTON	IL	51-55	RM3
MILES	MURRAY	ROCKVILLE	MD	53-55	OFFICER
NAKASHIMA	FRANK	SUNNYVALE	CA	54-56	BT2
PLAIN	JOHN	SACRAMENTO	CA	43	RDM3 *

*PO= Plankowner

A letter from your editor

Wow it's 2020. My life is flying forward at warp speed. No one knows better the rapid passage of time more than a newsletter editor. As soon as one newsletter is completed the days, weeks and months start piling up and another deadline is here.

This month's edition is full of what I hope is some interesting and important information. My plan for every edition is that we all learn something, smile at something and remember something. I could not do it without the help and cooperation of many of our members, so thank you for your participation. If you are not participating, consider writing an article or letting me help you write one. Special thanks to Don Tennant and Marv Grabill who contributed great stories and photos to this edition.

In the next edition we will have great cartoons and memorabilia sent in by Jim Nelson (RM2, 1958-1961). I'm also looking forward to visiting with Tom Lillie, an officer aboard from 1957-60 who has some Cogswell stories.

Everything in the Association is getting geared up for our next reunion. This one should be special as the Seattle area offers many wonderful and unique attractions.

My wife Joan and I did a driving trip through the Northwest last spring and spent three wonderful days in Seattle.

In addition to the obvious, the Space Needle, there are terrific restaurants, harbor cruises, a monorail, Pike's Place, a waterfront aquarium that was outstanding. We found getting around Seattle quite easy and in some cases free with the city shuttle.

Our favorite stop was the Chihuly Glass exhibit (which is on the same block as the Space Needle). Now a glass exhibit may not sound like much, but these works of art left us speechless and in awe.

Last, but not least, it's another chance to be with shipmates and swap stories and enjoy each other's company. Please join us.

As the years go by, there are times that I stop and reflect on those days aboard the USS Cogswell (and also on my second ship, the USS Hoel DDG-13). Here is what I fondly recall in no particular order:

- ◆ Standing bridge look out watches in the middle of the night with the salt spray keeping me awake.
- ◆ Sitting on the fantail berthing hatch watching the wide wake roiling behind the ship.
- ◆ On the darkest nights looking up at the mass of stars floating above a quiet, smooth ocean.
- ◆ Standing on the bow listening to the constant slap of the ocean on the sides of the ship.
- ◆ Crawling into my bunk at 4 a.m. after a four-hour watch and listening to the not so pleasant noises of my shipmates.
- ◆ Standing watch as helmsman and the feeling of power by controlling the movements of a warship.
- ◆ Sitting in the Enlisted Man's club in Subic Bay enjoying a bottle of San Miguel beer.
- ◆ Sailing into any number of foreign ports and catching a whiff of that distinctive harbor odor.
- ◆ Catching a Mercedes cab and going on a wild ride through the streets of Hong Kong.
- ◆ The added fun of steaming away from supply ships at high speed with the getaway song blaring.
- ◆ Balancing a food tray while the ship was negotiating high seas in a storm.
- ◆ Smelling the chow as you wound your way down the ladders in the chow line.
- ◆ Salt water showers when the boilers were acting up. (Yuck!)
- ◆ Renting a hotel room with six shipmates in Honolulu and then getting drunk and losing the hotel key on Waikiki Beach.
- ◆ Who can forget the warm tropical breezes of Honolulu?

Now those are a few of my recollections, I welcome yours. Email: jlsm mediaservices@gmail.com or 810-338-3015.



Me and San Miguel in Subic Bay



Getting a LAN fix (Local Apparent Noon)

New Items in the Cogswell Ship's Store



Embroidered cap



Carry bag



Front 1



Front 2



Buddy Simmerman shows the size of the carry bag



Common back

See next page for exciting new USS Cogswell plaque.

See Ship's Store ad on Page 2 for ordering information.

Our terrific new ship's store operator, Selena Simmerman has acquired a few plaques and a blanket for sale. Additional quantities can be ordered. See page 2 and below for ordering information.

Use SHOP Drop Down Menu on Left to Browse or Use Search Beneath Cart On Right

Home Shop Our Story Contact Us Bulk Purchases

Shop > USS Cogswell 12" Laser Carved Wood Plaque



USS Cogswell 12" Laser Carved Wood Plaque
 \$50.00 Free Shipping!

Special Instructions

QTY
 1

Add to Cart

Navy USS Cogswell 12" Laser Carved Wood Plaque Laser Carved Wood Plaque Use our contact form or e-mail me at marge@precisionwoodcraftingok.com. Be sure to include a phone number and e-mail address in case I need to contact you.

<https://precisionwoodcraftingok.com/> To purchase contact Marge@precisionwoodcraftingok.com. Include an email and phone number in case they need to contact you.

McAfee SECURE

11:20 AM 1/11/2020



Carolyn Sessions models the new Cogswell blanket.

Who can identify these two "hot babes" with a Cogswell connection?



(Continued from Page 1) The mapping is not yet complete and the deck log reviews are ongoing.

As of now, the Cogswell has two qualifying locations on the map, both in the Da Nang area in November 1968.

The law allows former sailors who served on a ship that operated within roughly 12 nautical miles of a designated area and have an illness presumed related to herbicide exposure apply for health benefits and disability compensation.

For sailors who have one of 14 qualifying health issues related to Agent Orange they will now be eligible for benefits under the new legislations.

According to the Military Times article, more than 1,700 deck logs have been plotted.

In making the map available to veterans, Matthew Hill, managing partner at the law firm Hill and Ponton, told Military Times that they wanted to help veterans.

“Improving transparency and simplifying access to this data is essential as we support the Vietnam veterans now suffering the effects (of Agent Orange), Hill told the newspaper.

Data from the map is derived from the National Archives and ships logs as well as the Blue Water Navy law, according to Ball.

Hill said as veterans and family members send in additional data they have collected, the map will be updated.

Ball said service members who were on ships that aren't yet mapped or those who served outside the zone, such as in the Gulf of Tonkin, should contact Military Veterans Advocacy and the Blue Water Navy Association if they have one of 14 diseases listed by the VA as linked to Agent Orange.

Beginning on August 22, 2019, the VA will begin scanning more than 20 million images from the U.S. Naval and Coast Guard deck logs. The National Archives will also begin the process of making the digitized records available on archives.gov, after images are transferred to NARA by the VA, and the images are screened for privacy concerns. Tentatively, the scanning/digitization part of the project is scheduled to be completed by February 2020.

To view the map enter the following link into your browser:

<https://www.hillandponton.com/blue-water-navy-vietnam-map/>

Qualifying Agent Orange diseases

AL Amyloidosis (A rare disease caused when an abnormal protein, amyloid, enters tissues or organs)

Chronic B-cell Leukemias (A type of cancer which affects white blood cells)

Chloracne (or similar acneform disease)—A skin condition that occurs soon after exposure to chemicals and looks like common-forms of acne seen in teenagers. Under VA's rating regulations, it must be at least 10 percent disabling within one year of exposure to herbicides.)

Diabetes Mellitus Type 2 (A disease characterized by high blood sugar levels resulting from the body's inability to respond properly to the hormone insulin)

Hodgkin's Disease (A malignant lymphoma (cancer) characterized by progressive enlargement of the lymph nodes, liver, and spleen, and by progressive anemia)

Ischemic Heart Disease (A disease characterized by a reduced supply of blood to the heart, that leads to chest pain)

Multiple Myeloma (A cancer of plasma cells, a type of white blood cell in bone marrow)

Non-Hodgkin's Lymphoma (A group of cancers that affect the lymph glands and other lymphatic tissue)

Parkinson's Disease (A progressive disorder of the nervous system that affects muscle movement)

Peripheral Neuropathy, Early-Onset (A nervous system condition that causes numbness, tingling, and motor weakness. Under VA's rating regulations, it must be at least 10 percent disabling within one year of herbicide exposure.)

Porphyria Cutanea Tarda (A disorder characterized by liver dysfunction and by thinning and blistering of the skin in sun-exposed areas. Under VA's rating regulations, it must be at least 10 percent disabling within one year of exposure to herbicides.)

Prostate Cancer (Cancer of the prostate; one of the most common cancers among men)

Respiratory Cancers (Cancers of the lung, larynx, trachea, and bronchus)

Soft Tissue Sarcomas (other than osteosarcoma, chondrosarcoma, Kaposi's sarcoma, or mesothelioma)



TAPS



Kenneth H. McLellan

Kenneth H. McLellan, Jr., of Evanston, Illinois died April 4, 2017 of natural causes. He was 85.

An active member of the USS Cogswell DD-651 Association he served as an RM3 aboard the Cogswell from 1951-55 proudly serving in the Korean War.

Ken was born July 29, 1931 in Brooklyn, NY where he grew up as a huge Dodgers fan until they departed for Los Angeles but grew to love the Chicago sports teams after he moved to Illinois. At one time he was a Chicago Bears season ticket holder.

He spent the majority of his career as a Senior Vice President for the investment firm The Chicago Corporation, whom he was with until his retirement. On April 29, 1956, he married Miriam Court in New York where they lived until 1963, then they moved to Wilmette, IL and raised 4 children together.

He is survived by his wife of more than 61 years, Miriam McLellan. Loving father of Stephen (Cathy), Daniel (Toni), the late Donald, and the late Marilyn. Loving grandfather of 6 and great grandfather of 3. He was preceded in death by his parents, two brothers and a nephew.



Kenneth H. McLellan

Jalmar O. Granholm

Jalmar Oscar Granholm died May 2, 2019 at his home in Tucson, Arizona. He was 86.

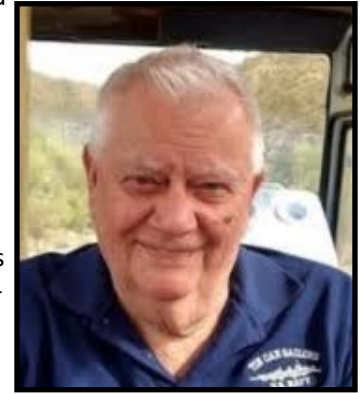
Jalmar served in the U.S. Navy and Naval Reserve for 20 years retiring as a Chief Petty Officer. He served as a MM2 in 1954-55 aboard the USS Cogswell DD-651. He was an active member of the Cogswell association at the time of his death.

He was born October 10, 1933 in Cloquet, Minnesota and later lived in Esko. He worked for Potlatch Corporation for 30 years following his active Navy service.

Jalmar is survived by his five children, Dale (Carol), of Esko, Tom (Kathy) of Fernandina Beach, Florida, Daniel (Lesley) of Murfreesboro, Tennessee, Sally (James) Swidrak, of Tucson and Susan (Tom) Solomon of Mahtowa, 15 grandchildren, 15 great grandchildren, six sisters, and numerous nieces and nephews.

He was preceded in death by his parents and his wife, Barbara.

Services for Jalmar were held May 18 at St. Matthews Lutheran Church in Esko with burial following in the church cemetery.



Jalmar O. Granholm

Jay Richard Holms

Jay Richard Holms, who served as an EN2 aboard the USS Cogswell DD-651 in 1956 died July 2, 2019 in Oregon. He was 86.

An active member of the USS Cogswell DD-651 Association, no official obituary could be found.

He is buried at the Willamette National Cemetery in Portland, Oregon.



Jay Richard Holms

Joe Dickie Allen (late obit)

Joe Dickie Allen, who served aboard the USS Cogswell DD-651 in 1969 and was part of the crew that turned over the ship to the Turkish Navy, died February 25, 2016 in Mountain Home, Arkansas. He was 77.

A former member of the USS Cogswell DD-651 Association, Allen was an MM1 during his time on the ship. He retired from the U.S. Navy and served in Vietnam.

He is survived by his wife, LaVerne, of Gassville, Arkansas; a stepson, Thomas Johnson, five siblings, two grandchildren and two great-grandchildren. He was preceded in death by his parents, a son and a sister.

Funeral services were held Saturday, February 28, 2016 in Walnut Hill Cemetery in Cotter, Arkansas.



Joe Dickie Allen



TAPS

(continued)



Howard Erstad

Howard Erstad, of Altoona, Florida, died October 21, 2019 at the Lakeview Terrace Health Care Center in Altoona, FL. He was 88.

Born August 12, 1931 in Bergen, Norway, he was the son of the late Monrad and Alma Henriksen Erstad. He was the husband of Carmela "Millie" Gaeta Erstad whom he married on June 23, 1956. They celebrated their 63rd wedding anniversary this year.



Howard Erstad

Howard was raised in Brooklyn, New York. He was a machinist's mate in the U.S. Navy, serving his country during the Korean War aboard the USS Cogswell DD-651 from 1952-54 and a member of the association. He and his wife moved to Towson, Maryland in

1958 where they raised their son and daughter. He was a stationary engineer for Continental Insurance and the State of Maryland. In 1994, Howard and Millie moved to Florida to enjoy their retirement in the sunshine.



Howard Erstad

Growing up, he attended Brooklyn Dodgers' baseball games at Ebbets Field in the Flatbush section of Brooklyn. He was a New York Giants' football fan before moving to Maryland, where he became a Baltimore

Colts' fan. As a Giants' fan, he had the privilege of attending "The Greatest Game Ever Played," the 1958 NFL Championship Game between the Baltimore Colts and the New York Giants.

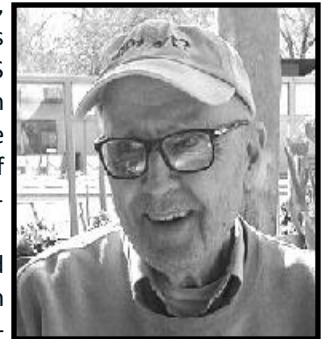
He is survived by his wife Carmela "Millie"; children Stephen Erstad (Eileen) of Niceville, FL, daughter Laura Arndts (Randy), of Westminster, MD; grandchildren Brian Arndts (Tricia) of Eldersburg, MD, Eric Arndts (Emily) of Eldersburg, MD; a great-granddaughter; sister-in-law Jean Truzzolino of Bayside, NY and several nieces and nephews. He is also survived by relatives in Norway.

Two memorial services were held November 9, one in Altoona, Florida and another in Mt. Dora, Florida.

John Francis Plain

John Francis Plain died Oct. 20, 2019 at Pioneer Skilled Nursing Facility in Sacramento, California. He was 94.

John was born in East Orange, NJ, during World War II he was a plankowner aboard the USS Cogswell DD-651. He was an RDM3 during his service on the Cogswell. He was a member of the USS Cogswell DD-651 Association.



John Francis Plain

After the war, he graduated from Syracuse University, with a degree in Television and Communications. After briefly working as a page for NBC and the federal government in Long Island, NY, he married the love of his life, Rosemary V. Collier and they settled in Red Bank, NJ.

John embarked on a successful career working as an account executive for two major New York advertising agencies, Needham, Harper & Steers and Young & Rubicam. In 1978 he moved to Sacramento where he worked with the California Public Broadcasting Commission. He also worked with the Soil Conservation Service and Director of Communications for the Association for Applied Insect Ecology.

The Plains had four children, Eileen, Sharon, John, and Paul, where they loved growing up in the small town of Red Bank, close to the family's favorite spot, Sea Bright Beach. John had three passions in life, his family, his artwork, and his Catholic faith. Once John retired, he devoted much of his time to his artwork, spending hours at his drawing table, focusing on the medium of pen and ink, and later water colors.

He took several art classes at Sacramento City College as one of the more "senior" students and at the age of 90, he had his first art show at the Cathedral of the Blessed Sacrament in Sacramento. John was preceded in death by his beloved wife, Rosemary in 2010, and is survived by his children and two grandchildren.

A funeral service was held November 2 at the Church of the Holy Spirit in Sacramento.





TAPS

(Continued)



Former Aide to Admiral Hyman G. Rickover

Murray Edward Miles

Murray Edward Miles died May 11, 2019 in Rockville, Maryland. He was 87.

During the Korean War, Murray served as a LTJG and gun control officer aboard the USS Cogswell DD-651. He was a member of the Cogswell Association.

His early and later life centered around his and his family's service to the country. He was born July 11, 1931 in Long Beach, CA; the second of three sons of Lieutenant (USN) Milton Edward Miles and Wilma Sinton Miles.

Before World War II, the Miles family followed their father to all of his duty stations, including China and the Philippines. In 1939 they left Japanese controlled China, driving westward by way of the unfinished Burma road. It was a four-month long trip over land to Beirut and then by ship to the United States.

He entered St. Albans school (in Washington, DC) as a young choirboy at the National Cathedral, and ended up as the senior prefect. He was a freshman wrestling champion at Cornell, where he also received a five-year Bachelor of Engineering Physics degree, class of 1953, courtesy of the NROTC. As a midshipman brigade commander he simultaneously led both the Army and the Air Force ROTC as a 7 striper.

In 1954 after completing his second trip around the world, he returned home and married his Cornell college sweetheart, Enid Spangenberg in the Panama Canal Zone, where his father was the Commandant of the Fifteenth Naval District. They honeymooned in Peru, visiting Machu Picchu.

Murray spent 25 years simultaneously within the Navy and the Atomic Energy Commission at Naval Reactors and developed the radiological controls program for the nuclear Navy. He was Director, Nuclear Technology Division for 14 of those years. His radiation protection program became the model of excellence for the nuclear industry to follow.

Murray's stringent control of the Navy's radiation and radioactivity cemented the unprecedented ability of U.S. nuclear-powered ships to visit more than 150 ports in more than 50 countries worldwide. As an aide to Admiral Hyman G. Rickover, the admiral's job description for Murray was, "If anything goes wrong with radiation or radioactivity in the nuclear navy, it's your fault Miles."

After his service with the Navy, Murray spent an additional 25 years fixing radiological control programs at commercial nuclear power plants. Murray is known as the father of modern radiological protection and controls throughout the country today. Murray and Enid raised their two sons in Chevy Chase, Maryland. They enjoyed summers in Bethany Beach, Delaware with their four grandchildren jumping waves, making sand castles and spending the rainy days playing Rummikub and Risk. The family would gather yearly to celebrate his birthday at the beach. He loved it there and during the mornings he and his wife walked along the beach picking up shells. Throughout the day he could be found on the balcony watching the pods of dolphins, the various sea birds, and the changing of the tides. His brother Charles remarked, "It was the first time I saw him truly relax." On March 17, 2019 Murray and Enid celebrated their 65th wedding anniversary. Murray Edward Miles was devoted to his family and to his country. He is survived by his wife, Enid; two sons, Kevin (Dawn), and Douglas (Nora); four grandchildren; and one brother, Charles. A memorial Service will be held at a later date.



Murray Edward Miles





TAPS

(Continued)



Frank Y. Nakashima

Frank Y. Nakashima, who served aboard the USS Cogswell DD-651 from 1954-56, died September 10, 2019. He was 86.

A longtime member of the USS Cogswell DD-651 Association Frank ended his Navy service as a BT1. Frank and his wife, Bunny, attended several Cogswell reunions.

Following his discharge he attended Heald's College in San Francisco and earned a mechanical engineer-



Frank Nakashima

ing degree. He went to work for Klik Klok company, which produced specialty cartons and boxes and retired after working for the company for 34 years.

During his time with the company he and his family located to Georgia when the company moved operations there in 1984. He returned to California after his retirement in 1995 moving back into the family home in Sunnyvale.



The couple enjoyed travel both in the United States, including an Alaskan cruise as well as taking a trip to Japan. Frank enjoyed fishing, camping, gardening and taking care of his grandchildren. He was a big San Francisco 49ers, SF Giants and Golden State Warriors fan.

"He was a wonderful husband and father," Bunny said.

The Nakashimas raised three sons, Marco, Norman and Wesley, and have three grandchildren.



Bunny & Frank at reunion

(Note: President Wille sent a condolence card from the Association and we received the following reply from Bunny):

"Thank you so much for your card and kind words. We also appreciate your prayers. I know Frank would like that. We appreciate everything and thank you again. Sincerely, Bunny Nakashima and family."

Requiem

**Under the wide and starry sky,
Dig the grave and let me lie.
Glad did I live and gladly die,
And I laid me down with a will.**

**This be the verse you grave for me:
*Here he lies where he longed to be;
Home is the sailor, home from sea,
And the hunter home from the hill.***

Robert Louis Stevenson, 1850 - 1894

May the road rise up to meet you, may the wind ever be at your back,
May you find old friends waiting to greet you,
there on the outside track.

We're gathered together old times to remember, 'tis but for ourselves we would grieve,
So we'll sing you a chorus and bid you farewell - fair winds and a following sea.

We'll sing of 'The Leaf' and 'The Parting Glass', we'll raise up our voices in song,

No sadness today for the one who has passed, celebrate with a voice glad and strong.

A catch in the throat, a tear in the eye, but no funeral dirge will this be,

We'll roar 'Auld Lang Syne' as a victory song - fair winds and a following sea.

And those of us left here will miss a true friend, who shared with us good times and bad,

Raising a glass to your memory we'll say: "We've known you - why should we be sad?"

We honour a life that was lived to the full, we honour a spirit, now free.

You'll long be remembered, whenever we say: "Fair winds and a following sea!"

You'll long be remembered, whenever we say: "Fair winds and a following sea!"

---Tom Lewis

MEMORIES OF OUR FALLEN WARRIORS

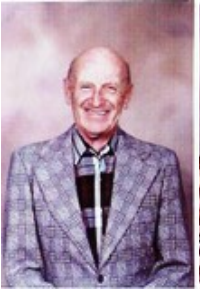
It is sad when looking back thru the 1999 San Diego reunion photo book, that so many of those who attended are no longer with us. There could be others but some who attended chose not to continue their membership over the years so their status is unknown. However, they are still in our memories and that is what the reunions are all about.



Robert Andersen



Orlie G. Baird



Al Baross



John Barwinczok



Howard Becker



Albert Burns



Ross Burris



Frank Cadell



LeRoy Carlin



Bud Davis



Donald Ebert



Jon Fairbanks



Joe Fernandez



Jake Fullmer



Joe Gearin



Mike Hause



Robert Hayes



Adrian Hazard



Dick Kiel



Bruce Kittredge



Damon Larimore



Woody Miller



Fred Orlando



Robert Osborne



Al Paradiso



Peter Patterson



Delbert Peck



Vernon Peck



Jay Ranney



John Soli



Sterling Spell



Bob Stormont



Orvil Williams



Ed Winslow



Destroyers from A (Alywin) to Z (Zumwalt)

Destroyer sailors have a certain pride, maybe even a certain walk that sets them apart from other Navy personnel. Just the name of the ship stands out – “Destroyer” – no mistaking the role of a ship by that name.

Think about this, the names of other ships are far less aggressive and descriptive. “Aircraft carrier” implies a kind of benign large floating wicker basket that holds airplanes. A “cruiser” implies a peaceful ocean-going voyage to exotic destinations. Mine sweeper, is like a floating custodian. “Frigates” doesn’t mean much of anything. Destroyer escort comes close, but seems like it might just be a hot date for a real destroyer.

No offense intended to sailors of those other classes of ships but nothing is as clear in a warship as the term “destroyer.”

Navy destroyers have evolved in many forms since 1899, the year the term was first used to describe this type of warship. Those of us familiar with the USS Cogswell DD-651 and the Fletcher class may not be completely aware that destroyers have grown in size, weaponry and purpose over the 120 years they have sailed the seas.

The first destroyers were relatively small and had a specific role. That role over the years and through a succession of wars has expanded as “Tin Can” sailors showed the versatility and capabilities of the greyhounds of the sea.

In all there have been 33 classes of destroyers with the World War II Fletchers (1941-1975) the most numerous, followed closely by the Clemson class (1918 – 1956) and the Wickes class (1917-1911). Over the years they have carried the well known 5-inch mounts, but also depth charges, hedge hogs, torpedoes, missiles, anti-aircraft guns as well as small arms.

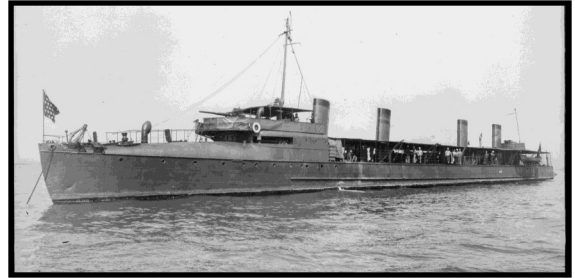
Tin Can sailors have been deployed on defensive escort missions and in some cases extreme offensive actions against superior enemy forces, one of the finest and most heroic examples the Battle of Samar where two destroyers and a destroyer escort took on a much larger and better armed Japanese force and while sacrificing themselves saved a much larger task force while turning back the enemy force.

Destroyers are part lifeguard, part special force, part sea born pit bulls and part police officer and firefighter. The role of the destroyer is as diverse as the crews that sail them.

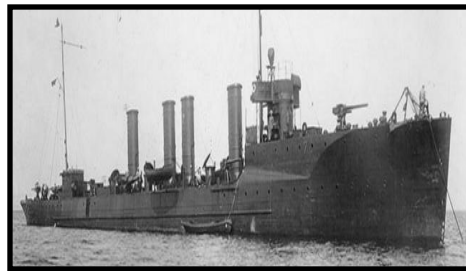
While some of the changes that resulted in new class designations are subtle others may be more significant. Over the next couple pages all the classes will be identified, but just a select few will be pictured as the profiles and outer structure of the ships changed dramatically. Each class designation will include the year the first hull was laid down and the number of ships built in that class.

Pre-World War I

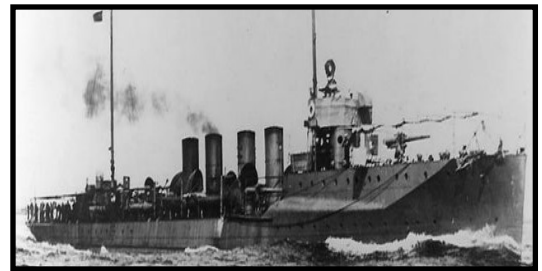
- Bainbridge—1899—13
- Truxton—1899—3
- Smith—1908—5
- Paulding—1909—21
- Cassin—1912—4
- Alywin—1912—4
- O’Brien—1913—6
- Tucker—1914—6
- Sampson—1915—6



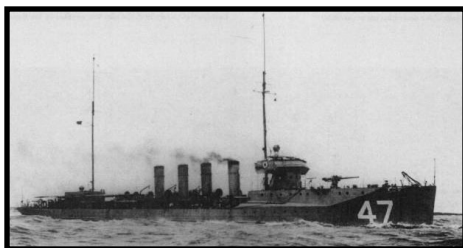
Bainbridge class— America’s first destroyers-1899



Smith Class—1908



Cassin Class—1912



Alywin Class—1912



Sampson Class—1915

Destroyers (continued)

World War I

Caldwell —1916—6
Wickes—1917—111
Clemson—1918—156



Clemson Class 1918

Between World Wars

Farragut—1932—8
Porter—1933—8
Mahan—1934—18
Gridley—1935—4
Bagley—1935—8
Somers—1935-5
Benham—1936—10
Sims—1937—12
Gleaves—1938—66
Benson—1938—30



Gleaves Class 1938

World War II

Fletcher—1941—175
Allen M. Sumner—1943—58
Gearing—1944—98



Fletcher Class



Allen M. Sumner Class



Gearing Class

Destroyers (continued)

Post World War II

Mitscher—1949—4

Forrest Sherman—1953—18

Farragut—1956—10

Charles F. Adams—1957—23

Spruance—1972—31

Kidd—1978—4

Arleigh Burke—1988—66 (11 planned)

Zumwalt—2008—
3 (in progress)



Forrest Sherman Class



Kidd Class



Mitscher Class



Charles F. Adams Class



Farragut Class (new)



Spruance Class



Arleigh Burke Class



Zumwalt Class

Bellevue 2020 Reunion Information

Date: Monday, September 21— September 23

Where: Red Lion Hotel, 11211 Main Street, Bellevue, Washington, 98004

Cost: \$79 a night (Great job Cogswell committee!)

Special Information: The hotel is two-story but does NOT have an elevator. If you need a first-floor room, book early. (Contact Kayla Arneson if a first floor room is a must at 425-698-4404 or Jessica Runnels at 425-698-4407 to let them know of your special request)

How to book online: USSCogswell DD-651 Reunion or you may have to copy and paste this address:

<https://www.redlion.com/red-lion-hotels/wa/bellevue/red-lion-hotel-bellevue#room-types-propertyid=15292&nights=1&checkin=06/01/2019&group=USC> (If this fails calls one of the two people listed above)

The room rate includes a breakfast buffet for two people in one bed rooms and up to four people in two bed rooms.

Cancellation policy is 24 hours in advance. Parking is free.

The Monday night gathering will include an enhanced food layout so most will not need to go out for dinner. There will be the traditional raffle, but some really nice new offerings.

The Tuesday activities will include a Boeing tour and a stop at Pike's Place.

On Wednesday there will be caravan tours to various local attractions.

There will also be plenty of time for sea stories and memory sharing in the hospitality room. The Wednesday banquet will include a unique pinning ceremony for sailors who were in service from 1955 to 1975. Primarily aimed at Vietnam veterans each person will receive a special commemorative pin and a proclamation thanking them for their service. (See more on the speaker and ceremony on Page25)

Also joining us again this reunion will be members of the USS Wedderburn DD-684 Association.

Don't miss this chance to be with your shipmates on the West coast. The Seattle area has a number of great tourist attractions including the Space Needle, the Aquarium, Pike's Place, The Chihuly Exhibition, boat tours and much, much more.



Banquet fun

Memories of liberty long ago

Some of the more popular articles in *The Scuttlebutt* are those that are memories of foreign ports visited and great times ashore both in the U.S. and abroad. In the last few issues we have looked at Yokosuka, Japan, Subic Bay (Olongapo), Philippines and Hong Kong.

Marv Grabill, MM3 USS Cogswell DD-651, 1963-65, called after the Hong Kong report and added a few of his own favorite port calls and liberty remembrances. In adding to the Hong Kong story, Marv recalled the floating restaurant “Sea Palace” that was located in Aberdeen. That section of Hong Kong was also home to thousands of boat people.

Although most of the “boat people” have been relocated to land now, at the time we visited Hong Kong in the 1960s, there were generations of families who lived their entire lives on the water. The floating city was an amazing sight and such a departure from the way of life we all knew in America.

The sea food at the Sea Palace was outstanding and fresh caught daily.

Another memory involved rickshaw rides. Another common sailor destination in Hong Kong not mentioned in the previous article was Victoria Peak, accessible only by a tram car that climbed the steep mountain pulled by a single cable. At the top the cultures of many lands converged often stopping for a drink or a meal at the Peak Café. The view of Hong Kong and the harbor were outstanding.

In a wide ranging discussion Marv recalled the joy of riding in a jitney bus in Olongapo, P.I., visits to Bloch Arena in Pearl Harbor, the military script we had to use in Yokosuka, Japan, the Pike amusement park in Long Beach, California and the importance of carrying a liberty card.

Marv also recalled a sailor establishment called the Black Cat bar in Long Beach and/or National City.

Let’s go back and look at those places and things.



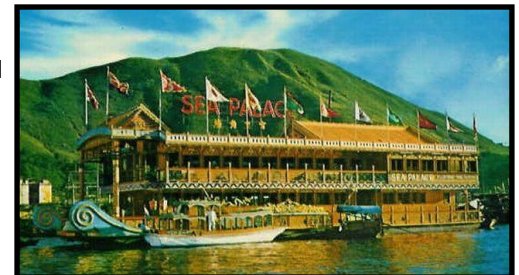
Marv Grabill

Sea Palace

The iconic floating restaurant is now gone. There are still floating restaurants in Aberdeen, the Sea Palace was eventually towed to the Philippines and its eventual use is unknown.

Local caught seafood was delicious and the sunset views from the restaurant were absolutely incredible.

Two other floating restaurants outlasted the Sea Palace, Tai Pak and Jumbo Kingdom, and Jumbo’s was used in the filming of Bruce Lee’s “Enter the Dragon,” Stephen Chow’s “God of Cookery,” “Suzie Wong,” and “The Man With the Golden Gun.”



Sea Palace

Bloch Arena (Pearl Harbor)

More than just an arena, the Bloch Arena facility included a dance hall and recreation for sailors on liberty.

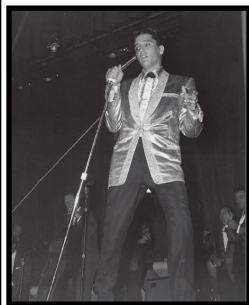
Today the Bloch Arena is still an important part of the moral building on the Pearl Harbor Naval Base. Some of the facilities our generation of sailors would be familiar with have been transformed into fitness centers and meeting rooms.

The open-sided arena has a famous history of its own. On the night before the “day that will live in infamy,” Dec. 7, 1941 the USS Arizona band won its part of a military band competition at the Bloch Arena. By winning that night the band received the right to perform for the final competition on Dec. 20, 1941.

When the USS Arizona was struck and sunk the next day by the Japanese surprise attack all 21 band members were killed. The planned final competition was never held due to the circumstances that followed the attack.

The Bloch Arena also became a part of Elvis Presley history in 1961. A nationwide private fundraising effort to build a memorial to those killed on Dec. 7, 1941 was underway to raise \$500,000. By public law the money to build the memorial had to come from private sources. **(Continued on Page 20)**

(continued from page 19) In 1961 a national publicity campaign for the Arizona Memorial caught the eye of Colonel Parker, Elvis's manager, who had no trouble convincing Elvis to perform a benefit concert at the Arena to help raise the funds for the memorial.



Elvis at Bloch Arena

Under the agreement with Elvis, who shared the stage with Minnie Pearl and other acts, every cent raised had to go to the memorial. He and Colonel Parker also required that anyone attending the concert had to buy a ticket, including Elvis and Colonel Parker.

The concert helped complete the fundraising efforts that helped construct the simple white structure that we saw when we arrived in Pearl Harbor on the Cogswell in 1966.

If any other Cogswell sailors have memories of the Bloch Arena and recreation center please contact the editor for a future story.



Bloch recreation center and arena



The Pike

Sailors stationed or visiting Long Beach between 1902 and 1979 might have spent a liberty night visiting the amusement park on the long pier.

In addition to the rides, there was an arcade and plenty of places to get food. The Pike was most known for "The Cyclone," a traditional wooden roller coaster that extended out over the water.

Future sailors will not have the fun of visiting the Pike because the Long Beach City Council in 1979 refused to renew the amusement park lease and had the park demolished.

Military Payment Certificates (MPC)

Military Payment Certificates, or what we sometimes called "Monopoly" money was used extensively between World War II and Vietnam in Asian countries to combat the black market sale of greenbacks.

The colorful bills mostly in small denominations were issued to military personnel who would exchange it for local currency thereby preventing the transfer of greenbacks to the local population.

The practice ended after the Vietnam War although a similar type currency "Eagle Cash" stored value cards were used during some of the conflicts in Bosnia and the Middle East starting with Desert Storm.



Liberty Card

Aw, those days when one required a liberty card for the privilege of going ashore. Not sure how many times one had to show the card to anyone, but we always made sure we had one just in case. The only thing more complicated than a liberty card was a leave request chit. Running around getting those signed in the order of the chain of command really makes one appreciate the freedom that comes after you are released from the service.

ARMED FORCES LIBERTY PASS	SERVICE US NAVY	DATE ISSUED 05 AUGUST 1967
LAST NAME—FIRST NAME—MIDDLE INITIAL GANN, TERRY J.		CARD NO. E-DIV
SERVICE NUMBER B5A-22-05	GRADE—RATE EMFN	
ORGANIZATION—INSTALLATION—BASE USS MAURY (AGS-16)		
TIME LIMITS NORMAL LIBERTY HOURS		
SIGNATURE OF ISSUING OFFICER [Signature]		
DDN-345 1 APRIL 1950		S/N 0102-LF-003-3200



Mystery sailor

Marv Grabill has a challenge for Association members. The picture at left is a Cogswell sailor (not Marv) and he is interested to know if anyone else recognizes the handsome young man in the photo. Marv promises to reveal the name in the next edition.

Don Tennant recalls 24-year service

Impressive Navy career began with long flight, broken bus

Donald Tennant, a freshly minted ensign out of Naval Officer Candidate School in Newport, Rhode Island had a long and exhausting trip to his first duty station, the USS Cogswell DD-651 in January 1967.

It was the beginning of a 24-year Naval career that took him around the world and to a wide and impressive variety of duty stations.

Born and raised in Milwaukee, Wisconsin, Don graduated from the University of Wisconsin Eau Claire in 1966 with a Bachelor of Science Degree in Political Science and History. A self-described “90-day wonder” he did not come through the more traditional officer track of the Naval Academy nor a free education through the ROTC program when he was ready for active duty.

The Cogswell was already on a WestPac cruise and Ensign Tennant reported to Travis Air Force Base in California for transportation aboard a C141 Air Force Star Lifter for the 18-hour flight to Clark AFB in the Philippines so he could meet his ship in Subic Bay.

In addition to his sea bag full of spanking new uniforms Don was carrying his sword, which was not able to be shipped.

After landing at Clark he was told his ship was currently in port in Subic. It was then he got his very first Naval command: A bus load of sailors heading to Subic. About half the way to Subic the bus broke down and Ensign Tennant and his 20-plus sailor command sat by the side of the road in 90-degree heat for two hours waiting for a new bus with his sea bag and sword.

Remember this was part of the continuing journey that began with an 18-hour trans-Pacific military flight. When the new bus arrived, the new bus driver said he was talking everyone back to Clark. Ensign Tennant tried to convince the driver to continue on to Subic but a one-stripe Ensign did not pull any weight with the civilian driver.

“So back to Clark we went,” Don said. “Upon arrival at Clark I was delivered to Bachelor Officer Quarters, assigned a room and was about to hit the rack when I was called and offered a small plane hop to Subic. A Navy plane versus another Air Force Bus – no contest. I was dressed and ready, sea bag and sword in hand in about ten minutes. This time I made it to Subic.”

He arrived at the pier and boarded the Cogswell about 8:30 p.m. After a welcome aboard by XO LCDR Hugh Campbell, the very tired Ensign was escorted to his new stateroom in forward officer’s country where he saw the R Division sailors just finishing welding up a rack for him.

“I was to be the third officer in the two-man stateroom,” Don said. “I was allotted half the space between the upper bunk and the bottom of the main deck. Sound familiar! Not much room on a destroyer!”

Ensign Tennant shared that room with the Ops boss, Dave Leak and EMO Don Walstrom for the rest of that year.

Don served as the assistant ASW officer and then ASW officer on the Cogswell from January 1967 to January 1969. When he left the Cogswell he had been promoted to Ltjg.

During his time on the Cogswell he completed the 1967 WestPac deployment that he joined in Subic, the summer 1967 Midshipman cruise, a repair availability at the shipyard in Vallejo, California during Christmas 1967, refresher training in the spring of 1968 and all of the 1968 WestPac deployment.

But Don Tennant’s Naval career was just beginning. Following the Cogswell service he was serving the final two years of his OCS obligation at the Fleet Sonar School in Key West, Florida when the Navy offered him an opportunity to attend graduate school at the University of Washington in exchange for converting from the Naval Reserve to the Regular Navy.

Don accepted the offer and he and Julie, who he met in Rockford, Illinois and married on July 23, 1966 spent a little more than a year at UW where he earned a master’s degree in Public Administration. Julie earned her Bachelor’s Degree in Nursing.

After graduation Don was assigned pre-commissioning duties as the Weapons officer on the USS Valdez FF 1096, which was under construction at Avondale Shipyards in New Orleans and home ported in Charleston, South Carolina. After commissioning and refresher training, he made a Middle East cruise on the Valdez, including the first full transit of the Suez Canal by US warships after it reopened in 1975. The canal had been closed since the 1967 Arab— Israeli War

During that cruise the ship operated in the Persian Gulf and worked with the Iranian Navy in Bandar Abbas, Iran. This was before the fall of the Shah. **(Continued on next page)**



Officer Don Tennant and AS crew



1966 OCS photo

(Continued from Page 21) The ship made a number of “show the flag” visits during that cruise to include Kuwait, Djibouti, (French territory of Isace and Afar) the Seychelle Islands, the United Arab Emirates and Pakistan.

After the Valdez, he spent two years as the Weapons Officer aboard the USS Mount Baker AE-34. After two Med deployments, Don was transferred to Korea where he served as Operations Officer and Executive Officer at the US Naval Facility at Chinhae, Korea. Chinhae was the headquarters of South Korea’s Navy located on the south coast of the Peninsula, about 60 miles from Pusan.

In Korea he was part of the Naval force that monitored naval activities of North Korea and worked with the Republic of Korea Navy as part of the United Nations Command in Korea.

After Korea, Don reported aboard the USS Enterprise CVN 64 in the winter of 1980 as First Lieutenant. At the time the iconic carrier was at the Bremerton Naval Ship Yard for an overhaul. Because the overhaul was extended Don never went to sea with her.

In 1981, he reported to the Staff of the Joint Chiefs of Staff in the Pentagon, where he completed his career in the Washington, D.C. political arena probably owing to his advanced degree in Russian studies and Public Administration.

“I served in the Pentagon, the State Department and the Arms Control and Disarmament Agency,” Don said.

He retired from active duty in June 1991.

The week following his Navy retirement, Don was hired as Director of Building Services for the John Akridge Management Company. He was responsible for managing the engineering and porter services in 15-plus high-rise office buildings in the downtown Washington DC area and a number of suburban properties. All his Navy leadership, equipment maintenance and training skills were a perfect match for this new career.

After 20 years with Akridge he retired in 2011. He continues to provide property management and engineering consulting services as well as construction management services for a number of companies.

Don and Julie have three daughters: Thelma (Timothy McGovern) – born in Rhode Island, Ida (Michael Craddock) – born in Charleston SC and Leota (Daniel Borcharding)– born in Seoul Korea. They have three grandchildren.

It’s hard to believe Don has any spare time, but he currently works with the Wounded Warrior Mentor Program, which is a local program in the DC/MD/VA area to assist wounded and sick soldiers, sailors and airmen making the transition from military to civilian life as they face medical discharge. This is an organization separate from the National Wounded Warrior Program.

Julie and Don enjoy travel, including ocean cruises, visits to the West Virginia mountains and visits to their kids in Chicago, San Francisco and Charlottesville, VA. He and Julie are booked for a transatlantic crossing and Normandy battlefield visit this year.



Don and Julie Tennant at recent reunion

In his own words

Don Tennant recalls 1967-69 USS Cogswell service

The USS Cogswell was Commissioned in 1943 and served honorably through three wars. WW II, Korea, and Vietnam. By January of 1967 she was approaching 25 years of honorable service. As brand new Ensign I served on board her from January 1967 to January 1969. Although she had been upgraded with some new weapons and new electronics and even a few crew comfort items like new bunks and lockers (no more hammocks), some air conditioning (not quite state of the art) etc. she was still a WW II destroyer at heart.

Having spent some 24 years in the Navy, many of those years on new and much more modern and prestigious ships, it is the events of those two years, and the crewmen I served with during that time that are most memorable. Perhaps this is because it was my first ship but I think it more likely that it is because the events were so memorable. Below I have listed a number of them I think those who served with me will remember and those who preceded me or followed me will appreciate!

The Good Ship Lollipop: Underway from San Diego for midshipman training - the summer of 1967. The evaporators were not able to keep up with the fresh water demands of the ship and by day three of the run to Hawaii the ship was on water hours! Having set water hours (remember those wonderful salt water showers and strange soap?) the Captain called up the Chief Engineer and demanded he find where the water was going. Despite the pleadings of the Chief Engineer that there was no leak, he was directed to put red pre-sweetened Kool aide (bug juice as you recall) into the fresh water tanks to confirm that the water was not escaping into the bilges! Loved brushing our teeth in pre-sweetened Kool aide. **(Continued on Page 23)**

Donald Tennant remembers (continued from Page 22)

Weapons Demonstration: “What do you mean the depth charge rack won’t release a depth charge”!

Refresher Training: “Who told the DCA to turn on the salt water wash down system while the 3” gun mounts are uncovered and maned. He’s washing down the crew and rusting the 3” gun mounts! Shut them off!”

Ships Laundry: Oh no, the washer burned up another motor? Dick Lauk and Rick Anderson doing their laundry in a trash can.

Station the Special Sea and Refueling Detail: WesPac – God made heaven and earth in six days and on the seventh he “under way replenished (unrep)” Oh and remember those lovely “pig tails” that dribbled black oil down the decks and over the sides! In 1968 we had fuel probes installed and what a change! Look out! Here it comes!

Carrier Ops: “I think she is getting bigger!” “Panther, Panther, this is Broadside, what is your course and speed!” “What do you mean she is turning Oh _____!” “Yikes, she’s turning into the wind! Set the plane guard detail”

“Holy Helo inbound – set the Helo detail!”

Turn to, Commence Ships Work: “But XO, just because we crossed the International Date Line do we have to give up Sunday! Really!”

OOD to the Boatswain: “Who has the mail buoy watch”

New Fireman to the Supply Officer: “Sir I need some relative bearing grease for the forward engine room!”



Dick Lauk and Rick Anderson wash laundry in a barrel. (Don Tennant photo)

Recollections form Donald Tennant’s Diary Entrees USS Cogswell West Pac 1968:

June 17, 1968 Underway: 1033 Cast-off all lines: former shipmates DC3 Clifton Robinett, DC2 Douglas Dean, MM3 Richard Fowler, SM3 Billy Yarborough and BT3 James Graham cast off the lines to see us off.

June 20, 1968 – Small Arms Training: “Crew conducted small arms training from the fantail. 90% of the crew participated”.

June 21 – 16:54: “Fire! Fire! Fire in Main Control: “General Quarters, all hands man your battle stations!” Chief Engineer: “Yes Captain, it was an errant can of oil in the wire way above a 600 psi steam line. It dripped oil on the steam line filled the room with smoke. There is no damage! I’m not sure how it got there!!!”

June 26, 1968: “Air conditioning is becoming acute! Overflow in the wardroom and CIC, Compressor died in officer’s country, Temps in the high 80’s! XO authorized T-shirts as Uniform of the day starting tomorrow.” Fortunately A-Gang got them fixed by then. But hey! It got us t-shirt uniforms for a while.”

June 29, 1968 – Saturday: Crossed the International Date Line –Not again! It really isn’t Monday you know! We did get half a holiday but it was a really short Sunday.

June 20, 1968: “The washing machine motor crapped out again but his time we’re ready with a new one!”

July 3, 1968: “Hard working ET’s constructed swing for the quarterdeck to entertain the crew!”

July 16, 1968: “Assumed duties as ‘balloon watch’ for Connie’s weatherman tracking their balloons twice a day. Ens. Collier (Gunnery Officer) and Director 51 crew get the honors.

July 22, 1968: Detached to investigate an “unidentified” radar contact. We recovered an abandoned aircraft wing tank Type B.

August 6, 1968: “Conducted economy trial! Not so economical! “

August 8, 1968: Assigned duties at PIRAZ station, the northernmost outpost and surveillance area of Vietnam to provide shotgun for USS wainwright DLG 28 (she had no guns, just missiles). We met “Uncle Joe PIRAZ a navigational buoy. It was moored off the coast to provide a fixed navigation aid for the Assigned picket ship and her defenders!” We began our endless patrol of the north half of the invisible five mile circle that marked the “station”.

August 12, 1968: Completed last strike mission at 12:00 noon and directed to implement Typhoon Evasion Plan D by moving South at max available speed. All of Yankee Station now moving South at 135°at 15 knots. Directed to rejoin the USS Constellation. Wars are stopped by Typhoons”.

“Conducted firing exercise with by attacking a Barrel set adrift off the fantail. Successfully destroyed the barrel with the 2nd shot from Mount 32!”



Storm (Don Tennant photo)

August 1, 1968: From Constellation – “have you been with us before?” Duh!!!!!!! In late afternoon Constellation begins a 3,600° turn or something like that - Signal message from USS Brain (also on plane guard duty) OOD “I am getting Dizzy! This guy can’t be for real!” Our answer: “You ain’t just kidding!” And so life went on with “my rudders are right” or “my rudders are left”. “Papa Corpen STB” or “Papa Corpen Port” (I’m turning to starboard or I’m turning to port) Would have been some good zig zag training if that had been the plan!

HONG KONG September 4 – 9 1968

September 4, 1968 - 0900: “Moored to buoy 16 with USS Lind alongside. Commenced a five day port call with the usual clatter and flailing. Hundreds of bum boats alongside. Mary Soo came aboard and Jimmies Laundries, along with a half dozen tailors who tried to sneak on board. By the end of the day had to chase 3 tailors who snuck on board but they escaped to the Lind – Poor Tom Seldon!”

September 6, 1968, - Shore Patrol: “I’m assigned shore patrol duty today so no watches! Reported in for duty at headquarters and they sent me to the Hong Kong Hilton for patrol duty! Rough life. Two incidents at the hotel – buch of fly boys throwing ice cubes from a 6th story window into a private party on the swimming pool level and a Connie sailor had a few men from his divison come in and tear up his room! Doug Malloch, Bruce Hulbert, Ron Riley, and Tom Calhoun rented rooms at the hotel. So I spent most of the evening in their room. Sipped a bit of gin I might add, but had to stay sober until midnight-shore patrol you know!



Mary Soo and her girls (Don Tennant photo)

Skipper missing – “Captain Flanagan of USS Constellation was reported UA by his ship. Can you believe it – the Constellation was reporting its commanding officer as absent. Connie reported their captain, Captain Flannigan, UA when he did not return at midnight. The dispatched shore patrol to find him. What a joke”

September 9, 1968 – (last night) Shore Patrol Not so much fun: “Shore patrol tonight was a beat in Wanchi! Area I and II. Roving Patrol – broke up numerous fights in various bars. All sailors and all off the Big “C”. Her men are really laying it on heavy! At midnight a riot developed on Fen-

wick Pier as fights broke out on Connie’s Ferry. They called for help from ships present. 20 men each and a Marine detachment from the Connie. After about an hour of struggles thing settled down and the marines were called back to maintain order on the ship. The trouble makers were sent back to the ship in Walla-Wallas with 10 sailors and 10 shore patrol in each boat. Five Connie sailors were injured by stab wound and cuts, one guy fell in the harbor, Returned to the ship about 1:30”. Cogswell scored a perfect – no incident record! Connie and Lind almost thrown out of Hong Kong.

September 10: “Underway at 0930 for Yankee Station. Connie delayed so not on station until 1500. We steamed in circles off the coast and waited!

October 1968 Transit from Yokosuka to Yankee Station

October 24, 1968: “Underway for Yankee Station delayed due to heavy winds. In port Yoko. Unable to move Connie out of her birth. Remained at the pier all day.”

October 25, 1968: “Underway for Yankee Station. Winds have calmed and seas minor within Tokyo Bay. Left port in fog and haze with cold wind blowing. Cleared port by 0600 and waited for Connie at the entrance to Tokyo Bay already 24 hours behind. By noon Mount Fuji was visible for the first time so I guess the ship and crew will return to Japan: The legend says: ‘He who sees Mount Fuji as he leaves Japan, must surely return again.’” (I did).

“By noon today seas began to increase considerably. Skies have clouded over and winds were up to 30 kts as of 1600. The ship is beginning to roll heavily and very uncomfortably. By 2000 a full force gale has blossomed around us and we are taking a lot of water over the bridge. Green water that is. The task force has been slowed from 20-15 knots. There is little sign of improvement in sight.”

At 2300 USS Braine reported a man injured attempting to secure a hatch on their forecastle. Called Connie for medical assist but darkness and heavy seas preclude any medivac, and rolling and pitching is almost unbearable. 30°- 45° rolls even at 15 knots.”

(Continued on Page 25)



Mount Fuji (Don Tennant photo)

(Continued from Page 24)

October 26, 1968 – Loss of Life: “0200 – USS Brain (DD 630) reported to CTG 77.7 that the MMI injured last night has died of head injuries. Apparently he suffered a major brain concussion complicated by the roll and pitching of the ship. Brain was directed to put about and return to Yokosuka. A very somber morning to say the least. The seas have not abated at all this morning and it looks like hell for another day! The task force has slowed to 5 knots and we are still taking water over Director 51 and life is thoroughly miserable for everyone. Connie says the seas should abate sometime late today. I sure hope so. Bridge watches are a joke. The two/three of us just huddle in the middle of the pilot house with a lookout on either side of us and watch the radar as the seas break all around us and we hang on for dear life....”

October 27, 1968: “Seas calmed considerably on the 00-04 watch this am and it looks like we might be able to live again as we crawl out of our holes this morning. The starboard vent in Officers County started to leak yesterday...and so we have put in a miserable 36 hours. Tom Selden’s stateroom completely washed out with water running everywhere and our stateroom taking the overflow. Water is dripping from every crack hole and vent....”

(There is more of that cruise, but due to space issues you’ll have to wait for the August 2020 Scuttlebutt to hear the conclusion of Don Tennant’s cruise diary. But don’t miss it as it has some real combat in it. Don has also graciously shared a large file of his Cogswell photos with the Association and you can look forward to seeing many of them in future issues).



Rough weather (Don Tennant photo)

Reunion Speaker to present pins, proclamations to Vietnam era veterans

Sharon Danitschek, president and CEO of the Military Reunion Network has agreed to be the keynote speaker and presenter at the 2020 USS Cogswell DD-651 and USS Wedderburn DD-684 reunion in September.

In 2013, Sharon purchased the Reunion Friendly Network, which later transitioned into the MRN. The organization was founded in 1991 as the Reunion Network.

Her father is a veteran of the U.S. Navy and appeared with her on the cover of Meetings Today magazine in 2019 when she was named an Industry Trendsetter.

She has 25 years experience in the hospitality sales and marketing and has a special passion for the importance of military reunions in keeping former soldiers and sailors in touch with their former battle buddies.

The U.S. Government authorized her as a commemoration partner authorized to present appreciation pins to Vietnam era veterans as well as Presidential proclamations.

As part of her attendance at the Cogswell/Wedderburn reunion she has offered to perform that ceremony for individual members of the Association.

The Vietnam War Commemoration is charged with finding every veteran who served between November 1955 and May of 1975 and presenting them with the pin and proclamations.

During her career, Sharon has held sales positions at downtown, resort and suburban hotels, representing properties on a local, regional and national level. Her most exciting roles were as the opening director of sales and event services for the Lynnwood Convention Center in Lynnwood, Washington and as the Conference Planning Director for the Every Woman’s Money Conference.

In 2011, she began participating in MRN events, representing Red Lion Hotels as National Director of Sales. She left Red Lion Hotels in 2013 when she purchased MRN from retiring founder Paul Spiewak.

An August 2016 government study on veteran suicide concluded that 20 veterans a day take their lives by their own hand. About 65 percent are 50 years and older. Conversations and interviews done by the MRN since 2014 have led to a belief that a significant reduction in veteran suicide is possible through veterans staying connected with the people they served with during their military service.



Sharon Danitschek



Sharon on cover

The MRN mission is to make it possible for veterans and their families to stay connected one reunion at a time.

Tin Can Sailors - A group worth joining

For those who love destroyers (and who wouldn't?) The National Association of Destroyer Veterans is a group you should consider joining. They publish a great quarterly newsletter and offer announcements of coming events of interest to anyone who has served aboard a destroyer. TCS supports museum ships across the country and membership offers free or discount admission to most of them. Field days offer a chance to work on a museum ship and Bull Sessions offer one-day opportunities to meet with other tin can sailors. To join call (800) 223-5535.

A membership also comes with free or reduced admission to many of the museum ships that are supported by donations from the Association.

To find coming events such as TCS reunions or Bull Sessions, go to destroyers.org or For more information on any event, see The Tin Can Sailor newspaper or call the office at **(508) 677-0515**.



Tell us your stories

Just a reminder that this is your newsletter. If it is going to be of interest to you we need to hear from you about what you want to read and hear about. Many of you have been very helpful, but others have been silent. We realize that you may be silent because you are happy or satisfied with the direction and content of the newsletter. If not, please let us know what you would like to read and hear. We all share a common experience, but within that common experience are many, many different stories, please don't keep yours a secret. Even if you don't think you are a writer, let us help you put your story together. Easiest way to do that is to contact Jim Smith at jlsmidiaservices@gmail.com or on his cellphone (810) 338-3015 and tell him your stories.

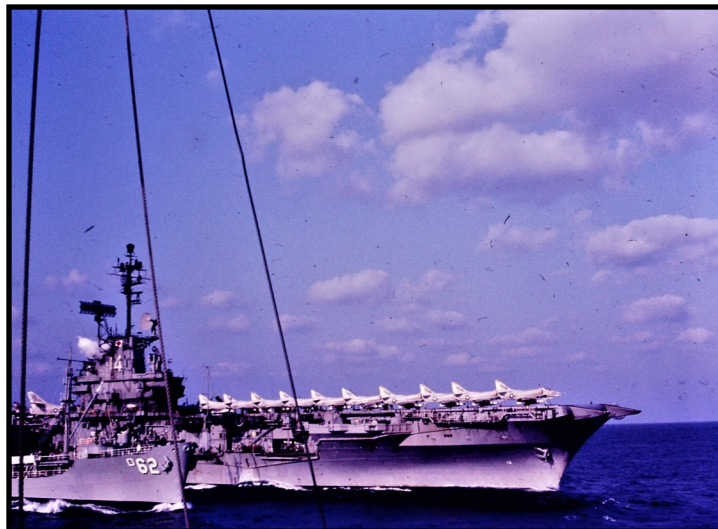
Boston Travel Tip from Walt Dzedzic

Active duty and retired Navy, USMC, Coast Guard and Merchant Marine (a valid ID is all that is required) are invited to stay at Mariner's House.

A small inn with all the amenities of a large hotel, but only \$65 a night up to \$109 for a suite is way cheaper than most Boston hotels. The price includes a free breakfast.

The inn is located on the Freedom Trail adjacent to Paul Revere's house and is in the heart of "Little Italy". It was founded in 1847 as a safe place for seafarers to stay when ashore. To contact the inn:

inn@marinershouse.org
www.marinershouse.org
1-800-732-9494



USS Taluga (AO-62) and USS Ticonderoga (CV-14) taken from the USS Cogswell by Donald Tennant



Steak amidships (Donald Tennant photo)

Time for a laugh



The Chief wasn't convinced his message was getting through.



USS Cogswell DD-651 Association

3784 Mission Ave. Ste. 148-1016
Oceanside, CA 92058

Visit the website:
www.usscogswell.com

Email:
secretary@usscogswell.com

