

Captains of last Cogswell war patrols

Covid claims Cogswell captains Kraft, Baer

Forever tied together in command and now sadly tied together in death two former captains of the USS Cogswell DD-651 died in Florida from the effects of Covid-19 within 4 days in January 2021.

Frederick W. Kraft died January 9 and Joseph Baer died January 13. Both were graduates of the United States Naval Academy. Kraft relieved Baer of command in 1967.

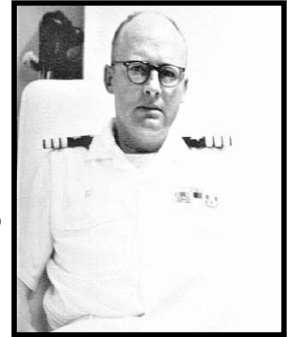


Capt. Fred Kraft

Captain Kraft and Commander Baer led the final two WestPac war patrols of the Cogswell in the mid to late 1960s. Of the 16 commanding officers of the Cogswell only Commander Philip H. Edmunds survives. Commander Edmunds assumed command in August 1969 was in charge until October 1969 when the Cogswell was turned over to the Turkish Navy.

Both officers were remembered fondly by many of their former officers and crewmembers. (pages 14-15)

The obituary and additional photos for Captain Kraft is on **Page 12** and for Com-



Cdr. Joe Baer

mander Baer see **Page 13**.

Both enjoyed successful civilian careers following their Naval service.

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FEBRUARY 2021

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Bellevue, Washington 2021 reunion information

Plans for the USS Cogswell DD-651 Association reunion in Bellevue, Washington June 7-9, 2021 are moving ahead at flank speed.

Due to a repurposed use for the original Red Lion Hotel, we are now booked into the Hilton Hotel Bellevue, 300 112th Ave. SE, at the same incredible \$79 nightly rate (two people in one bed rooms and up to four people in a two-bed room). Parking is free. Better rooms, same price.

The room rate includes a free breakfast buffet in the hospitality room. There is also a generous 24-hour cancellation policy. To book a room go to the Cogswell dedicated hotel website page and click on the following link: <http://group.hilton.com/ynvmw> or copy and paste into your browser. Input the dates of your stay and special code USCCI if needed and pick your room. If you need to book directly with the hotel call 1-800-HILTONS.

A copy of the reunion brochure was sent out, but if you need one it is on the Cogswell website (uss-cogswell.com) or contact George Overman and he will send you another one.

A message from President Frank Wille

I hope this finds our members and their families in good health and dealing with the disruptions caused by Covid. What a year it has been, we'll all get the vaccine fairly soon. Planning continues for our reunion in June.

We expect that Covid will be dramatically reduced by then and it will be safe to travel and meet.

Our hotel has been very cooperative and our block of rooms retained at a sister hotel that is actually an upgrade from the original.

George continues to communicate with the hotel, the tour and our speaker.

Our website has allowed several families of crewmembers to contact the Association.

It is pretty satisfying when a grandchild shows interest in what Grandpa did aboard the Cogswell (**see pages 20-21**).

It is nice to gain these families.

When Jim Smith became Vice President of the Association, it created a Director vacancy. I am pleased to report that Selena Simmerman has been appointed as our newest Director. Thank you, Selena.

Please keep positive thoughts and let us look forward to the reunion.

Frank



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

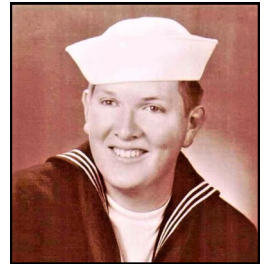
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Director/Ship's

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903-263-1059.



"Sailors, with their built in sense of order, service and discipline, should really be running the world." —Nicholas Monsarrat

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, 2020 to February 1, 2021**

Balance August 2020 \$20,996

Income this period:

Dues \$600

Donations \$65

Ship's Store \$128

Total Income \$793

Expenses this period:

Administration \$462

Balance February 2021 \$21,325

USS COGSWELL ASSOCIATION

DATABASE STATISTICS as of 02/01/2021

- Active = 176 (paid dues are current) - 125 Life Members
- Inactive = 6 (have not paid dues for more than two years—house cleaning of these inactive members)
- New = 0 (New members found who were mailed a membership form, waiting for return.)
- No Interest = 568 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)
- Deceased = 841 (known deceased shipmates—some newly found crewmembers)
- Not Located = 1713 (continues to be the largest number in database - we still need help locating)

New members— August 01, 2020—Feb 01, 2021

Last Name	First	City	State	Years Aboard	Rank
LEWIS	HUDSON	ALAMO	CA	GRANDSON	

Known Deceased since August 01, 2020

Last Name	First Name	City	St	Years Aboard	Rank
BAER	JOSEPH	NEW PORT RICHEY	FL	65-67	C.O.
BLAINE	BRUCE (ART)	COLUSA	CA	68-69	HTCS
CLASEN	DONALD	CHICAGO	IL	51-53	YN3
KRAFT	FREDERICK	ST AUGUSTINE	FL	67-69	C.O.
MULESKY	PAUL	SANTA ROSA	CA	65-67	FTG3
NEAL	HAROLD	OCALA	FL	44-46	RM2
PITTS	GERALD	MIDLAND	TX	55-56	RD
POBUDA	DANIEL	BUFFALO	MN	60-62	MM2
SEABROOK	DAVID	TACOMA	WA	67-69	RM2
TAYLOR	CHARLES	CLOVIS	NM	65	ETN3

A letter from your editor

Well, 2020 was quite a year wasn't it? Pretty sure none of us wants to see another year like that. So while we turn the page on a very unusual year we at least have some things to look forward to, not the least of which is the coming USS Cogswell DD-651 Association reunion in June.

Hard to imagine how difficult it was to contain a very contagious virus on a Navy ship and we all probably heard about the difficulties of some high profile cases involving Navy ships with widespread Covid-19 breakouts.

During a visit with my daughter to the USS Sullivans DD-537, a museum ship in Buffalo, New York, a few years ago I took her down in the berthing compartments in the fantail. The racks were still there and my daughter said, "You all slept down here?" Of course, I told her that we did.

Then we walked through the head at the top of the ladder leading from the fantail berthing. The open toilets, cramped showers and sinks threw her for a loop.

"Where was your privacy?," she said. Privacy, I told her was pretty much non-existent.

"I could never do this," she said. I assured her that she could if she had to, but it brought to mind how close the living quarters on an old destroyer were.

At one time I had a middle rack and my rack was opposite a very loud snoring sailor with breath so bad that it would literally wake me up. It was even worse in port after his night out on the town. One early morning before reveille my eyes popped open after an obnoxious odor from him roused me from a sound sleep. I reached over, punched him hard enough to wake him up and begged him to turn over so I could go back to sleep. Privacy, right?



Remember these luxurious conditions



Me standing watch on the fantail

Some of my favorite moments on the ship were on clear nights, on a smooth ocean where I would sit on the dark fantail looking up at the stars while the churning wake unfurled behind the ship. To this day I can't remember a time I saw so many stars as I did on those nights on the fantail. Especially on a night when the moon was not full.

The slight up and down motion of the ship on those clear, smooth moonless nights sometimes had me falling to sleep with that nice warm tropical air that smelled so much better than the extreme halitosis of my tangent rack mate.

This edition of the newsletter unfortunately includes a number of obituaries from our fellow shipmates, including Captains Fred Kraft and Joseph Baer who many of us remember as great skippers. Another huge loss is Chief Art Blaine, who was one of those people that you would know was a Navy chief even if he was out of uniform and 20 years out of the service. All those we mourn and remember are a good reminder that time is moving on.

While we can earn more money we can't earn more time. Time is one of those things that just is. While you can't add time you can waste it. It is my hope that I will see as many of my shipmates in Bellevue, Washington as can possibly make it.

Each time we hold a reunion we say "fair winds and following seas" to more and more of our shipmates who have passed since the previous reunion. So I hope you won't miss an opportunity to join us in June.

Still would love to hear from many of you about your Navy experiences and specifically those on the Cogswell. Your part is easy just visit with me on the phone or by email and provide me with your stories in rough form. I'll work them into a story format and then let you edit and approve them before publication.

If you enjoy reading the stories of others in these pages, just remember they will enjoy reading your stories as well. So if something in this edition sparks a memory, give me a call at (810-338-3015) or contact me via email at jlsmediaservices@gmail.com.

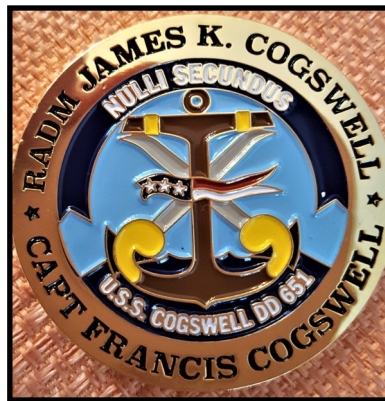
Items in the Cogswell Ship's Store



Embroidered cap



Carry bag (Not currently in stock— Selena is looking for a new supplier)



Front 1



Front 2



Carolyn Sessions models the new Cogswell blanket.



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 been working hard to create new items for sale. 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

Tom Lamson (RM3 67-68) is one of the first Association members to purchase one of the custom designed 12-inch Cogswell plaques shown above. Selena has purchased three plaques for sale and one for the reunion auction. If you want one like Tom's you'll need to contact Precision Wood Crafting on your own. Use the web-site address above or email the company at: Jim@precisionwoodcraftingok.com. There is no charge for artwork and the price includes standard shipping. Tom said his plaque was \$45, but he received a \$5 discount, so \$40. Larger sizes are available. Contact them for the cost of the larger sizes.





TAPS



Bruce Arthur "Art" Blaine

Bruce Arthur "Art" Blaine, who served aboard the USS Cogswell DD-651 in 1968-69 as an HTCS, died January 5, 2021 at "The Gardens," a memory care facility in Yuba City, California. He was 85.

With his distinctive white handlebar mustache, Art was a fixture at many USS Cogswell DD-651 Association reunions and was the quintessential picture of a Navy chief.

Sadly, his wife, Arline, died just 17 days before Art in the same facility on Dec. 20, 2020. The Blaines' son, Kenny Blaine, said while his father was in declining health for the last year of his life he was happy that the two could share a room at The Gardens for the past year.

The couple died close enough together than Art's ashes were put into Arline's casket and they were buried together with military honors at the Sacramento Valley National Cemetery in Dixon, California on January 14.

Art was born June 23, 1935 and joined the Navy at 17 after getting his grandmother's permission to enlist early. Although specific records are not available it is believed from reunion remembrances that he served on as many as 12 destroyers during his career. He served in both Korea and Vietnam.

When Art told Arline in the 1970s that he was going to try and achieve Master Chief rank, Kenny said his mother put her foot down.

"You've given enough life to the Navy, it's time for you to come home to me and the boys," Kenny said. Art retired in 1974 as a Senior Chief.

Like many who knew Chief Blaine well, his son said he could be pretty abrupt and terse which caused he and his father to butt heads in his younger life. Especially when Kenny admitted he was just a little rebellious.

"On the day I turned 18, he told me it was time to leave, tore out my bedroom and expanded the kitchen," Kenny said. Shortly after that Kenny joined the Army, "just to make my Dad mad," he said. Kenny's older brother Danny spent his service years in the Navy. Danny preceded his parents in death.

Unfortunately, for the family, Art talked very little about his shipboard experiences, but often talked about his eagerness to attend the reunions.



Arline and Bruce "Art" Blaine



Chief Art Blaine (third from left with mustache)

"My Dad loved serving his country and my Dad was my hero," Kenny said. "He loved serving in the Navy and while he didn't talk about his Navy engagements he did talk about the top notch people he served with."

Following his Navy career, Art became a certified welder in West Sacramento and worked for a company for 10 years making frames for protective freeway sand barriers. After that he headed for Ward's Boat Landing in Colusa, California and for a time provided river fishing tours on a 20-foot pontoon boat he purchased.

He also started a cabinet making business and took a job at Colusa County, making book shelves and cabinets for judges and secretaries at the courthouse.

"I learned a lot from my Dad," Kenny said. "He told me to show up 15 minutes early or that you were late and do a day's work for a day's pay."

In addition to Kenny Blaine and his wife, Dena, Art and Arline are survived by three grandchildren, Kenny Robert Blaine, Jonathan Russell Blaine and Kevin Stava.

(See additional reflections on Chief Blaine on Page 23)



TAPS

(continued)



Donald (Don) F. Clasen

Donald F. Clasen, who was part of the crew that recommissioned the USS Cogswell DD-651 for Korean War era duty, died October 29, in Chicago, Illinois. He was 90.

After graduation from Davenport (Iowa) Central High School, Don served four years in the Navy before attending the University of Iowa for two years.

He married Lucille (Lucy) Granger in Rock Island, IL on August 30, 1959. They have 2 children, both married: Donna S. Clasen (Greg Rogers) and David A. Clasen (Debbie Aitken).

A journalist, Don began his newspaper career at the Davenport Democrat, then the Rock Island Argus, finally settling at the Des Moines Register where he worked 18 years. The last years were with the Des Moines Tribune where he served as sports editor, which fit his lifelong love of sports.

When the newspaper downsized Don became the Editor of the Peoria Area Community Newspaper Group but left to join his wife, Lucy who had accepted a move to Milwaukee, WI working for P.A. Bergner and Company. There Don worked for the Milwaukee Sentinel before accepting a position as Business Editor and Senior Editor at the Hartland, WI, Community Newspaper Chain.

In his long newspaper career, he traveled to Houston, Texas and wrote a series of articles on NASA's early space program including meeting a number of astronauts. He also pitched for "The Big Peach" softball team in Des Moines and later with a group of younger players in Hartland, Wisconsin, playing into his 60s.

He enjoyed raising his family and loved to travel, especially two trips to the British Virgin Islands, a gift from his son and daughter-in-law. One of them was a 9-day trip aboard "The Life" a catamaran located at Tortola. The second trip was made to a new house on Tortola.

His love of sports included investing in a Junior A hockey team in Des Moines, where he ran the clock for the games. He later became a fan of the Chicago Blackhawks after they moved there and he saw them win three Stanley Cups.

Don fondly recalled his Navy days, which included trips to many Mediterranean and European ports of call. After the Cogswell went into the Boston Naval yards for repair he was transferred to Commander Destroyer Force U.S. Atlantic Fleet aboard the destroyer tender USS Yosemite AD-19.



Donald F. Clasen

Paul W. Mulesky

Paul W. Mulesky, who served on the USS Cogswell DD-651 from 1965-67, died of kidney failure Nov. 5, 2020 in Santa Rosa, California. He was 74.

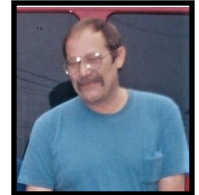
During his service on the Cogswell he rose in rank to FTG3. After his discharge from the Navy in San Francisco Paul remained in California getting a job with AT&T. Over the years he was promoted and retired as an installer after a 35-year career at age 60. He lived in Santa Rosa since 1985.

He had a love for the wine country where he lived and enjoyed visiting the local wineries on occasion, said his brother, Jay Mulesky. He was married and divorced but remained single for the rest of his life. He had no children but had a Goddaughter (Heather) who he cared for dearly over the years, Jay said. She returned the favor by caring for him in the months before his death.

In addition to Jay, Paul has another brother (Bill) who was also a Navy veteran who served at the same time as Paul.

Bill Mulesky said his brother had a passion for cars and transplanted a small block V-8 into his beloved 1954 Austin Healey. He also owned a jet boat and a number of Chevy El Caminos.

"Paul loved where he lived, Northern California suited him to a 'T,'" Bill Mulesky said. Bill remembered that his brother joined the Navy at age 17 in 1964. Following boot camp he went to Baltimore for his A school to be a Fire Control Technician. "He was very proud of his service on the Cogswell," Bill said. Paul was a life member of the USS Cogswell DD-651 Association. Cremation has taken place. No services yet.



Paul Mulesky

Charles Otto Taylor Jr. (late obit)

Charles Otto Taylor, Jr., who served as an ETN 3 aboard the USS Cogswell DD-651 in 1965 died September 28, 2019 in Clovis, New Mexico. He was 79.

He served in the Navy for six years during the Vietnam Era.

Following his Navy service he worked as an Electronics Technician in the Electronic Gaming Industry in South Carolina. After his retirement he moved to Clovis to be closer to family.

He was described by his family as "a caring and loving son and brother who took care of all his family. Charles was everyone's favorite uncle."

Charles is survived by his three sisters, their husbands, and numerous nieces and nephews.



TAPS

(continued)



Gerald S. Pitts

Gerald "Jerry" Sweet Pitts, who served as an RD2 aboard the USS Cogswell DD-651 from 1955-56, died August 14, 2020 in Midland, Texas. He was 87.

Pitts, who joined the Cogswell Association in 2005 as a life member, was a graduate of Paschal High School in Fort Worth, Texas and a 1954 graduate of the University of Texas with a bachelor of science degree in geology. Following his college graduation, Pitts entered the Navy.

After the Navy, Pitts moved to Midland, Texas and worked for the Humble Oil and Refining Co. as a surface geologist, core drill geologist and production-exploration geologist. In 1966 he became an independent geologist. In 1982, with the help of his oldest son Greg, he formed Pitts Energy Company and was joined by his other two sons, David and Steve.

Gerald served as President of Pitts Energy Company until his retirement in January 1999. He continued as an advisor for the company until his death. He was credited for the discovery of several oil and gas fields in the Permian Basin and Eastern Shelf.

Gerald was a life long member of the United Methodist Church, a member of the American Association of Petroleum Geologists, West Texas Geological Society, Society of Independent Professional Earth Scientist, Longhorn Foundation, life member of the University of Texas Ex-Students Association, University of Texas Chancellor's Council, The Littlefield Society, Texas Christian University Chancellor's Council, the TCU Clark Society, Midland College Foundation and St. Luke's United Methodist Church, where he had been active in church leadership.

He was a volunteer in numerous other scouting, sports and local benevolent organizations and service clubs, often serving in leadership positions.

Family members said Gerald was passionate about education and established many college scholarship opportunities for students both locally and around the state.

He enjoyed gardening, watching Texas football and working with his sons, grandchildren at the office and ranch.

Survivors include his wife of 67 years Carol, three sons, five grandchildren.

Private family services were held.



Gerald S. Pitts

David A. Seabrook

David A. Seabrook, an RM2 who served on the USS Cogswell DD-651 from 1967-69 died January 7, 2021 in Tacoma, Washington after a short battle with cancer. He was 77.

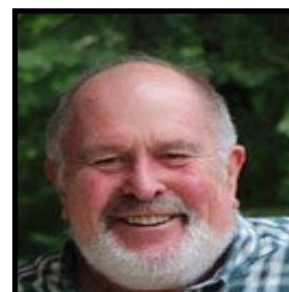
In the early 1960s, David worked for the U.S. Geological Survey before joining the Navy and his service on the Cogswell.

During the 1970s he worked on the political campaigns of local politicians and eventually became chairperson of the 29th District Democratic Party.

In the 1990s, David went back to college and pursued undergraduate and graduate degrees in geology. In the last decades of his life David volunteered to help with water quality and salmon recovery efforts in Pierce County.

Survivors include his wife of 57 years, Vergia, four children, 8 grandchildren and two nephews.

No services were held.



David A. Seabrook

Harold Evans Neal

Harold Evans Neal, a World War II crewmember on the USS Cogswell DD-651, died August 30, 2020 in Florida. He was 93.

Harold served aboard the Cogswell from 1944-46 and served as an RM2.

A funeral was held at the Florida National Cemetery in Bushnell, Florida. No further information could be found.

Daniel G. "Dan" Pobuda

Daniel G. "Dan" Pobuda, who served as an MM2 aboard the USS Cogswell DD-651 from 1960 to 1962, died February 1 surrounded by his family in Buffalo, Minnesota. He was 79.

Dan attended a number of USS Cogswell DD-651 Association reunions and told a story about being involuntarily extended while literally preparing to disembark the ship for discharge because of the Cuban Missile Crisis.

Born in Minneapolis, MN on October 20, 1941 he joined the Navy in August of 1959. **(Continued on Page 24)**



Dan Pobuda

RIP Captain Fred Kraft, CO from 1967-69



Capt. Fred Kraft on bridge

Frederick Wendell Kraft, one of the last captains of the USS Cogswell DD-651, died January 9, 2021 from complications of the Covid-19 virus. He was 90.

Commander Kraft served as skipper of the Cogswell from December 9, 1967 until July 28, 1969 when he turned command over to Commander Phillip H. Edmunds, the final U.S. Navy captain of the Cogswell who turned the ship over to the Turkish Navy in October 1969.

Kraft commanded the Cogswell on its final WestPac tour in 1968. He was a 1952 graduate of the U.S. Naval Academy and retired from the Navy as a captain in Huntington Beach, California on July 1, 1979.

Following his graduation from the Academy he was assigned to the gunnery department of the USS Macon CA 132. He also served as legal officer aboard the Macon. After attending CIC Officers School in Glenview, Illinois, he reported to the USS Walke DD-723 as gunnery officer in February 1955. In July 1957 he was transferred to the US Naval Academy where he served as instructor and assistant soccer coach in the physical education department.

After two years at the Naval Academy he joined the staff of COMDESRON 14 as operations, gunnery and ASW officer. Lt. Kraft took command of the Fleet Tug USS Ute ATF-76 home ported in Pearl Harbor in January 1961. About 18 months later he reported to the staff of CINCPACFLT as personal aide and flag lieutenant, a post he held until July 1964.

In 1964, Kraft assumed his second command, the ocean minesweeper USS Embattle MSO-434 from September 1964 to September 1966. During this time the Embattle participated in the initial stages of the US Navy's counter-infiltration patrol, Operation Market Time, off the coast of Vietnam from April to August 1965. In September 1966 Commander Kraft joined the newly formed staff of Commander River Assault Flotilla ONE as Assistant Operations and Plans

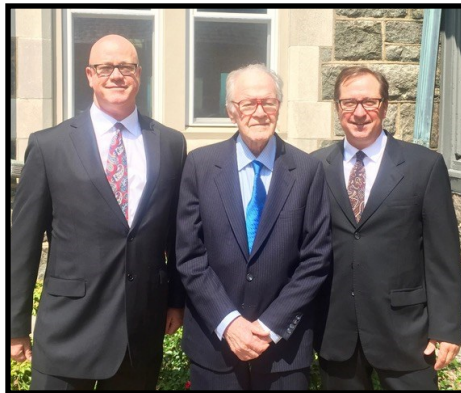


Officer. He served in Vietnam for the next year helping to organize and plan the operation of the Mekong Delta Riverine Force.

For his exceptionally meritorious conduct in the performance of outstanding service in Vietnam, Commander Kraft was awarded the Legion of Merit with Combat V. He also received the Bronze Star with Valor. Family members said Captain Kraft rarely spoke of his Cold War and Vietnam service.

“But I do know that he was proud of his contributions to the Navy and devoted to everyone he served with,” said Chris Kraft, one of his sons. “He was a dedicated officer and father who gave his all at both sea and at home.”

Following his Navy service, Captain Kraft oversaw the developing Home Health Care Industry in Southern California for HHCA and the Northeast, working for Caremark, Inc.



Fred Kraft with sons Chris (r) and Steve (l)

“His kindness knew no bounds,” said Kraft’s eldest son Steve Kraft. “He was a Padres and Chargers fan. He was a true resident of San Diego.”

In his last few years, he attended USNA alumni luncheons in San Diego with other members of the 52 alumni. Although he was coping with dementia for over half a decade, he did not let it keep him from enjoying life and celebrating with his fellow classmates.

Family members said he enjoyed taking long walks on Shelter Island in Point Loma, hands firmly clasped behind his back, as if on eternal watch.”

Captain Kraft attended All Souls Episcopal Church in Point Loma where he will be reunited with his wife, Virginia Bushman Kraft, who preceded him in death.

Survivors include sons, Chris, Steve, step-daughters, Julie Boeshans and Elizabeth “Liz” Wilson, and four grandchildren.



Fred Kraft and grandson

RIP Commander Joseph Baer, CO from 1965-67

Commander Joseph Baer, CO of the USS Cogswell DD-651 from 1965 to 1967, died January 13, 2021 from complications of Covid-19 in an assisted living facility in Port Richey, Florida. He was six days short of his 97th birthday.

During his time aboard the Cogswell the ship made a Vietnam WestPac cruise that included shore bombardment and plane guard to the USS Kitty Hawk. Except for brief trips to Subic Bay, Philippines and Hong Kong, the Cogswell spent its entire deployment in the Tonkin Gulf on Yankee Station.



Commander Baer on alert

As part of a World War II program to hasten officers and enlisted men to the fleet, he graduated from the United States Naval Academy in 1946 as a member of the Class of 1947, spending three years at the Academy instead of the customary 4 years.

Duty stations included the USS Little Rock CL-92, the USS John R. Pierce DD-785, the USS Siskin AMS-58, the USS Henderson DD-785 and finally the Cogswell. A true destroyer sailor.

He completed courses of instruction at the Electronic Repair School at Treasure Island in San Francisco Bay in California and the Naval Postgraduate School.

As part of Amphibious Group Four he served as the Communications Plans Officer on the Staff of the Commander and also as Communications Officer on the Staff of Commander of Carrier Group One.

During the Greek Civil War in the late 1940s he served in Athens, Greece and spent three years in Rio de Janeiro as the communications advisor to the Brazilian Navy.

Following his Cogswell service he was the Tactical Communications development officer in the Research and Development Section of the Office of the Chief of Naval Operations.

In 1969 he retired from the Navy with the rank of Com-

mander and then taught mathematics in the San Diego Unified School District as a high school teacher.

He has at least one daughter, but additional information was not available.



Commander Baer on bridge



Commander Baer and his officers

Requiem by Robert Louis Stevenson

"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."

Remembering two Cogswell captains

Tom Lamson (RM3 67-68) recalled his first not so positive meeting with **Commander Baer** shortly after he reported aboard the Cogswell in August 1967. He and another RM went into San Diego on liberty. They picked up a couple 8-packs of Coors "shorties" and spent an afternoon at the Balboa Theater. It was dark when they came out of the theater and the beer had its effects and they answered nature's call in an alley. Unfortunately a San Diego vice unit was watching and they both ended up in the tank. Shore patrol picked them and a bunch of others up and delivered everyone back to their proper duty stations. After a circuitous route that took them to NTC on Rosecrans, the Point Loma submarine base they eventually made it to the 32nd Street pier. Lamson stood XO's mast a couple days later and then right to Captain's mast. Commander Baer told Lamson, "Well Lamson, I see that you are new onboard and I hope this won't be a recurring event meeting like this."

"Our OC Division officer stood there like a stick and didn't say a word. However, Chief Ranney spoke up and said: "Captain, Lamson has been in the Navy for well over a year, but new to the fleet and still has some things to learn about being a good shipmate." Captain Baer ended by giving Tom 15-days restriction.

Captain Kraft was the skipper of Cogswell when I was his Weapons Officer. He was an exceptional leader and human being. I was privileged as a Commanding Officer of my own destroyer to have him as my Squadron Commander or Commodore. He will be missed!

Bruce Hulbert Captain USN ret.

(Capt. Kraft) was a great skipper. I was his phone talker in Vietnam in 68. **Dave Richter (YN3 68-69)**

Tom Lamson (RM3 67-68) In the early 1980's I joined the Navy Reserve in Houston, TX. During one of my two-week ACDUTRA, I was sent onboard USS HECTOR AR-7. The ship got underway from Alameda, CA to Seattle, WA. I was out on the weather deck one day in my old USS COGSWELL "jean-jacket" and someone came up behind me and said: "Sailor, when were you on COGSWELL and who was the Skipper?". I turned around and it was the ship's CO. I said..."Late 1960's and **Cdr. Kraft** was my CO." The CO says..."Fred Kraft?" I said "Yes Sir.". He then asked me..."Do you remember USS ULLMANN DD-682" and I said..."Yes Sir, it was DesRon 21 Flagship." He then said..."That's correct and I was DesRon 21 Commodore. Anyone one that served w/Fred Kraft is always welcome onboard my ship." We shook hands, exchanged salutes and he walked away.

Anthony "Tony" Carambia (1968-70) had a memorable meeting with **Captain Kraft**. " I was an MM3 on the Cogswell. We were drilling and I was assigned to repair 5. I was on the dewatering team and was in the B-M berthing. Before the drill the Chief told us: "Do not simulate, do your job as we trained." I set up the eductor (pump) in the compartment listening to the 21 mc (ship's public address).

The announcement came that the ship was taking on water aft in the compartment that I was in. Then I was told to dewater the space. With my hands on the fire main supply valve I was thinking of what the Chief said so I opened the valve and now water really was in the compartment. An observer saw what was happening and told me to close the supply valve, but by then there was a few inches of water on the deck.

Being Italian, no one called me by my name, so I was "Meatball," even on the watch bills. After word got out about what I had done I was told to go to the bridge. Capt. Kraft was sitting in his chair. My Chief was there also. Capt. Kraft asked me why I had opened the valve.

I told him what the Chief had said about no simulation. Capt. Kraft asked the Chief and the Chief admitted that's what he said and then called me "Meatball." Capt. Kraft just looked at me, said "good job Meatball, now go clean the mess up."

I saluted him, turned around and ran off the bridge. I remember the captain smiling at me and it made me feel great. I never heard what he said to the Chief, but nothing more was said to me. The rest of M & B Division did have a lot to say to me.

It is with great sadness that I learned of Capt. Kraft's passing.

Very respectfully, LCDR Anthony P. Carambia, USN ret., aka MM3 "Meatball."

So sorry to hear about the recent passing of **Captain Fred Kraft**. The following remarks from my Navy memoir sum up my respects for this fine naval officer:

"Commander Fred Kraft was an unflappable skipper, who always maintained a good sense of humor, even in the most difficult circumstances. His very presence on deck lifted our spirit. I always thought of him as the model commanding officer. Years later when I had to make command decisions, I frequently asked myself, *What would Fred Kraft do in this situation?*"

I would occasionally run into Captain Kraft on the waterfront following our tours aboard Cogswell, and I had the great pleasure of a phone conversation with him just a few years ago. A lot of fond memories.

John Athanson

Captain, U.S. Navy (Ret.)

USS Cogswell, LT, Chief Engineer, 1967-69

More reflections on two Cogswell captains

Tom Lamson (RM3 67-68) During the time in fall of 1967 when the ship was in the shipyards at Mare Island and I was sent TAD back to San Diego for RM-A school. I returned to the ship the weekend prior to getting underway to WestPac in 1968 and **Cdr. Frederick Kraft** was the new Skipper. Since we were mostly underway then and as a RM striker, I had many encounters with Cdr Kraft while "running" the message board...

1...Cdr Kraft rarely used his sea cabin and I would take "the board" to his stateroom after a mid-watch for him to sign-off on the fleet broadcast messages received overnight. From time to time he would say..."These wardroom stewards do a really good job to be sure I have plenty to eat...so, I want you to enjoy their hard work today."

2...We were underway in the Sea of Japan on a typhoon evasion course. Cdr. Kraft told me prior to the mid-watch to be sure to bring him any storm updates that night. I was on the bridge and the OOD asked where I was taking the message board next and told him to the Skipper's stateroom. The OOD told me not to bother him and "carry-on." The next morning I was in the CO's stateroom and he asked why he hadn't seen me all night? I told him the OOD had instructed me not to do so. Cdr. Kraft's reply was..."I appreciate my JO's wanting to take care of the old-man. However, I did give you a direct order and remember that next time."

3...In late Nov. 1968 the ship was getting ready to return CONUS. We received a message that USS OKLAHOMA CITY CLG-5 was in route to WestPac to relieve USS PROVIDENCE CLG-6 as flagship for 7th. Fleet. All rates were needed onboard the CLG-5. I ran my "chit" with the message and when Cdr. Kraft saw it he asked me..."Lamson, what is this all about?" I told him..."Sir, this is my first deployment and I don't think going back to San Diego and be tied up at pier-8 for the next 6 months is a good idea." He told me..."Lamson if I was your age...I would do the same damn thing." I had orders to the CLG-5 about ten days later. Cdr. Kraft was a terrific CO and I will never forget him.

"Rest in peace Sailors, your watch is secured."

Ron Riley (LTJG 67-69) Commander Kraft was my idol. I would have taken a bullet for him and I think he knew it because he asked me to do something that was totally outside my comfort zone, but I did it anyway. I will explain. It was not long after our arrival at Yankee Station in 1968 that we received our first visit from the Connie's Chaplain, an event that meant little to me since I was a long time convert to the church of Saint Pillow where I worshiped the Holy Mattress. To be clear, I was not, and did not consider myself to be, a Catholic. So it was something of a shock when shortly after the Chaplain's visit Commander Kraft informed me that I was going to be the official stand in for the Pope on all Sundays henceforth. I earnestly explained to him that I was not a Catholic but he produced a document that suggested otherwise. Somewhere in my records was a filled in "blank" that stated me to be catholic. I tried to explain that that was a mistake but he just smiled with this grin that I imagine was the same as what was on the face of a cat when it had cornered a mouse. He did not say anything but just handed me a very thick book that was a weekly Standard Operating Procedure for being the Pope's representative onboard ships underway and after a few protests by me and a few long silences by him, he said, "I know you will do a great job" and well the fact is I did, because I would have taken a bullet for him.

There is also another story which just involves me and Commander Kraft but it was after I left the Navy. Briefly, he wrote me a letter of recommendation that I believe set me on the path that led to my 40-plus year career as a research toxicologist. I say that because after I was accepted to graduate school a professor confided in me that if it was not for the strong letter of recommendation I would not have been accepted into graduate school. I never saw the letter but I think the fact he never shared it with me exemplifies the kind of ethical person Commander Kraft was.

James Smith (QMSN 66-67) My stepfather was a World War II Navy pilot and a LCDR in the Navy Reserves. When I enlisted in the Navy he told me that a captain was basically a god at sea. So when I arrived at the USS Cogswell, my first duty station, I was in awe of Commander Baer. When I arrived on the bridge as a quartermaster striker I was up close and personal with many of the officers and of course, Commander Baer. One of the duties of the watch quartermaster at 2000 hours was to report to the captain in his cabin and advise him on our current location, present heading and any other messages from the bridge. The spiel started with "The Officer of the Deck sends his respects and reports the hour of 2000...." I rehearsed that over and over to make sure I would get it right for the first time I had to deliver the report. As I started to blurt it out for Commander Baer, I stumbled over the words a bit, but he smiled and put me at ease. I do remember one uncomfortable night on the bridge when the messenger of the watch had to report that the ship's store was out of the small cans of Spanish peanuts that he liked. Not sure what he said to the supply officer but the ship was never out of the peanuts again on the cruise. Later when I learned that he was a high school teacher I always wondered if his students held him in the same reverence that I did during that tour. Probably not, but I will always appreciate his patience with a young seaman. RIP Commander Baer.

**USS COGSWELL DD-651 ASSOCIATION
MAY/JUNE 2022 REUNION
EASTERN TIME ZONE**

Your executive committee made a preliminary selection of three cities for our May/June 2022 reunion. We are saying May/June because it will depend on where the reunion is held and other factors. (Hotel rates, weather, etc.)

The following three cities were selected to receive a Request For Proposal (RFP) for our 2022 reunion. However, it is up to our "active" members to vote their choice, based on the information provided by each city, for the 2022 reunion.

Please look at all the information provided by each city and make your decision. You can mail this form back, or send an e-mail to Secretary@usscogswell.com with your choice. You may also wait until the reunion in Bellevue (2021). Voting must be completed no later than Tuesday night, June 08. We will announce the winner at our banquet on Wednesday evening, June 09. Select **ONE** and **ONLY ONE** city. If more than one city is marked, or a **name is not listed**, the ballot will not be counted. If you think that your vote does not count, past selections have been decided by a run-off vote because of a tie between two cities.

(Please do NOT contact anyone at the listed CVB's) The cities are listed alphabetically.

Name: _____ (Required)

My vote for the 2022 reunion:

- Atlanta, GA
- Orlando, FL
- Philadelphia, PA

Initials: _____

If returning by mail, send form to:
USS COGSWELL DD-651 ASSOCIATION
3784 Mission Ave.
Ste. 148 #1016
Oceanside, CA 92058



DISCOVER ATLANTA

USS COGSWELL DD-651 ASSOCIATION | Reunion Friendly Rates between \$129-\$209



EXPLORE

Seamlessly connecting several Southwest Atlanta neighborhoods, including historic West End, and Historic Fourth Ward Park, the Atlanta **BeltLine** encompasses a diverse collection of art, music, food and culture. The Eastside Trail of the BeltLine connects two food halls — **Krog Street Market** and **Ponce City Market** — with restaurants, bars, shopping and even more to explore in between.

PICK A TEAM

At the state-of-the-art **Mercedes-Benz Stadium**, the NFL's Atlanta Falcons "Rise Up" and the city's MLS Champions, Atlanta United FC, compete on the soccer pitch. At **State Farm Arena**, men's and women's professional basketball teams, the NBA Hawks and WNBA Dream, take the court. Just north of Downtown, the Atlanta Braves step up to bat at **Truist Park**.



The \$400-million entertainment complex called **The Battery Atlanta** surrounds Truist Park and includes retail shops, celeb-inspired restaurants and Coca-Cola Roxy Theatre, an iconic Atlanta music venue.

EXPERIENCE SOMETHING NEW



Georgia Aquarium opened a multi-million dollar expansion, featuring a redesigned guest entry plaza, an all-new gallery with awe-inspiring species of sharks and more.

Centennial Olympic Park is currently undergoing a multi-million renovation and is receiving several upgrades to the 21-acres which served as the centerpiece for the 1996 Summer Olympic Games. The project includes the addition of a pedestrian gateway, additional parking space and new amphitheater.

EAT LIKE A SOUTHERNER

Downtown Atlanta is filled with hotels and attractions that thrive in the city's "big event culture" of sports, entertainment and tourism. It's home to some of the best restaurants that create an authentic Atlanta experience, especially embracing true southern cuisine.



BRUSH UP ON HISTORY

Martin Luther King, Jr. National Historical Park is a part of Atlanta's rich history in Sweet Auburn Historic District, once the wealthiest black community in America. Less than two miles away, explore a mix of the fundamental rights of all human beings at **The National Center for Civil and Human Rights**.



GETTING AROUND

Atlanta Streetcar is the city's modern-day trolley, carrying passengers from the convention and entertainment district to the eastside of the city.



How we can help

- Assistance with Hotel and Venue Selection
- Discounted CityPASS Booklets and Savings in the City Cards
- Local Knowledge and Recommendations
- Itinerary and Site Inspection Assistance
- Visitor Guides, Maps and Welcome Bags

Find more information at
DiscoverAtlanta.com/reunions



TOP REASONS TO CHOOSE ORLANDO



2 Extraordinary Meeting Space

Orlando has the largest variety of meeting hotels in the U.S. with **more than 150 hotels and resorts** to choose from, offering a combined total of 5M sq. ft. of imaginative meeting and event space.

3 Easy To Get Here

Orlando International Airport provides **nonstop service from more than 150+ cities** around the world, and Orlando airfares are among the lowest of major destinations.



4 Opportunities for Every Budget

Orlando is also **one of the most affordable destinations** providing low travel costs from accommodations to dining. There's something to fit every budget.

5 So Much So Close

You'll find a wide array of exciting after-hours activities among our **5 dining and entertainment complexes** surrounding Orlando's meeting hotels.



1 Top Destination

Orlando is the most visited destination in the country, as well as the **NO. 1 MEETING DESTINATION**, hosting more than 5M meeting attendees annually from around the world.

6 WOW Factor

Set against a backdrop of **sunny year-round weather**, Orlando offers amazing possibilities for **one-of-a-kind events** sure to "wow" your group, including private functions at our legendary theme parks.



7 Culinary Adventures

With over **5,000 restaurants** across the destination from award-winning restaurants to renowned celebrity chefs and innovative tastes from around the world, Orlando has a vibrant culinary scene that is sure to please every taste.

8 World-Class Entertainment

Orlando offers **endless entertainment options**, from swanky lounges and high-energy night clubs to great local live music and world-class performances.



9 Superior Service

Hospitality is in our DNA. We pride ourselves on our commitment to service and have a celebrated heritage of making visitors feel welcome.



10 Home of Innovation

As the **simulation capital of the world**, and home to one of the largest universities in the country, Orlando is a leader in innovation from advanced technologies and health/life sciences to film/digital media and entertainment production, offering an unprecedented array of creative resources to supercharge your meeting.

CVB8794

Rooms \$109-\$399

the knowledge economy

Philadelphia

Home to iconic, unmatched historical attractions, an award-winning dining scene, and world-renowned arts and culture, Philadelphia is also a global innovation hub and top biopharma region as the sixth largest U.S. city with a large talent pool and leading educational institutions. Philadelphia has a genuine energy and spirit fueled by collaboration, creativity, inclusion, investment, and unstoppable ingenuity.

METRO POPULATION:

6.1 million

45 million people residing within a 200-mile radius of Philadelphia

20 MINUTES from the Philadelphia International Airport to Center City Philadelphia via car or train

ONE OF THE 25 Best Trips to take in 2020 (and the only U.S. city) National Geographic

30,000+ hotel rooms in Greater Philadelphia

40 hotel brands

13,500+ hotel rooms within a 25-minute walk of the Pennsylvania Convention Center

ONE OF THE 14 Best Travel Destinations in 2020 for its "embellishment of dining riches." Condé Nast Traveler

1,400+ restaurants and outdoor cafés



Home to the 2019 James Beard Outstanding Restaurant, Zahav

arts and cultural institutions

354

4,000+ murals and pieces of public art (world's largest outdoor art gallery) art school and museum in the U.S. (the Pennsylvania Academy of the Fine Arts) 181 Renoir paintings at the Barnes Foundation (the world's largest holding)

LOVE

72 steps at the Philadelphia Museum of Art made famous by "Rocky"

ILLUSTRATION BY MIKE REDDY

14

major health systems with over 100 hospitals Philadelphia is the original home of cell and gene therapy with more than 30 cell and gene therapy development companies

The region is home to four schools of pharmacy and seven schools of medicine, in which one in every six doctors in the country has trained. Greater Philadelphia ranks as one of the nation's leading centers for higher education with 100+ colleges and universities.

#1 business school in the U.S.—University of Pennsylvania (Wharton)

US News & World Report

10,200 acres of urban parks

Philadelphia founder William Penn imagined "a green country town" with gardens, public parks, and squares. The squares, including Rittenhouse, Logan, Washington, and Franklin, remain vital parts of life in Center City, and Penn's vision inspired more, including Fairmount Park, one of the largest urban park systems in the country.

#1

Philadelphia region is home to more than 2,000 pharmaceutical and biotech companies in the U.S., have offices in Greater Philadelphia childer's hospital and the nation's first—the Children's Hospital of Philadelphia

1ST World Heritage city in the U.S.

53,348

pounds — weight of the William Penn statue atop City Hall, the world's largest statue on a public building

ICONIC HISTORY

56

delegates held First Continental Congress at Carpenter's Hall in 1774

Independence Hall

Liberty Bell

Carpenter's Hall

5TH most walkable city Redfin

30 public gardens in 30 miles of Philadelphia

Longwood Gardens and Chanticleer Garden were two recipients of the Top 10 North American Garden Tourism Awards in 2019.

1,000 bikes for rent

2 riverfronts

Sponsored content by Philadelphia Convention & Visitors Bureau.

Cogswell welcomes Hudson Lewis our youngest member

Meet Hudson Lewis, who at 13 is probably the youngest member of the USS Cogswell-DD 651 Association. Here's the story of how Hudson joined the Association.

In 2007, Secretary George Overman was contacted by Cindy Soburn, the widow of former Cogswell sailor Steven J. Lewis (FN 1967-69) who wanted to attempt to contact some of his former shipmates and see if anyone knew and remembered him.

"I have a grandson (and still my own 3 sons) who are asking numerous questions," said Cindy. "My 13-year-old grandson, who is a spitting image of Steve, is so interested in his "papa" he never knew. "It is so incredibly sad that our three sons, and now grandchildren have been deprived knowing Steve."

Sadly, Steven was the victim of medical malpractice and died November 22, 1983 at the age of 35. At the time of her 2007 inquiry she didn't get much response to but recontacted George around the anniversary of Steven's death in 2020 because of the intense interest of Hudson in the Navy career of the grandfather he never met.

This was Cindy's appeal: **"To anyone who served on the USS Cogswell from 1967 through 1969: My husband, Steven J Lewis, served then as well. He sadly was overdosed by a physician in November 1983 and passed away leaving me with our three young boys, now grown. I have a 13 year old grandson who is a spitting image of him and extremely interested in any/all information on the ship, Steve's service, people he may have served with. He is asking many questions about his "papa he never knew" and his Navy service. If you could do me a huge favor and write to me, sending picture,**

articles - just anything that I could make into a Christmas gift/memorabilia for my grandson would be wonderful You may email me at bears4cs@gmail.com. If you prefer regular mail, please contact me via email and I will send you my mailing address. Your generosity in helping out is greatly appreciated."

For a surprise Christmas package, Cindy wanted to put together some information and memorabilia about Steven for her grandson.

George was able to put together a digital cruise book for her to give to Hudson. As part of his Christmas package, Cindy got him a Cogswell hat, challenge coin, patch and a custom wooden plaque.

Because of Hudson's interest, Association President Frank Wille, with the enthusiastic support of the executive board, gave Hudson a complimentary membership to the Association. The membership will give Hudson access to the Cogswell website and more information about the ship.

Steven made the 1968 WestPac cruise and is shown in the cruise book.

Several Cogswell sailors responded to Cindy with information about the cruise he was on, even if they did not directly remember

him.

"It is very heartwarming to know the bond you all have," Cindy said. "I'm just incredibly taken back by your generosity. This means the world to me (we all miss him so much and (Nov. 22, 2020) was the 37th anniversary of him being taken from us – hard day in this hard world right now. Seriously blown away! Nice to see this in today's world where it seems so many just don't care, or only think of themselves. As corny as this will sound, this has brought tears to my eyes - I'm just overcome with emotion and the kindness you all are showing to me and my family."

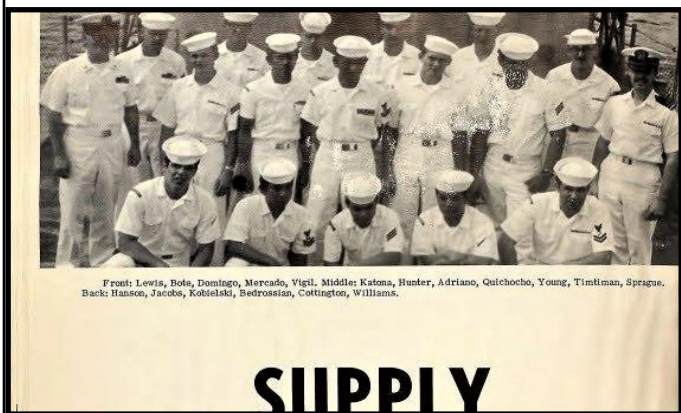
Steve and Cindy were married October 4, 1969. **(continued next page)**



Steve Lewis



Hudson Lewis



Front: Lewis, Bole, Domingo, Mercado, Vigil. Middle: Katona, Hunker, Adriano, Quichocho, Young, Timlman, Sprague. Back: Hanson, Jacobs, Kobelski, Sedrossian, Cottington, Williams.

Steve Lewis (front, left)



Steve and Cindy Lewis wed

(continued from Page 20) After his Navy service Steve worked as a grocery clerk/checker until he took a job with FanciFood which distributed gourmet foods to grocery stores. He advanced to managing his own area of stores.

“He was excellent at his job, he had the gift of gab and could sell you just about anything,” Cindy said.

For fun he helped out a friend with disc jockey events with a local radio station. He coached his sons Jeff, the oldest, and Daniel the middle child in baseball and soccer. The youngest boy, Tim (Hudson’s father) was not old enough to play organized sports.

Steve was an avid Oakland Raiders fan, a tradition that continues with his sons, 3 grandsons and 4 granddaughters today. He loved to hunt and fish and his promise to take Jeff with him at age 13 didn’t materialize because of his early death.

Any Cogswell sailors who served with Steve and want to contact Hudson or the family can communicate through Hudson’s father at email: tlew12@gmail.com or Cindy Soburn at email: bears4cs@gmail.com



Tim Lewis and son, Hudson

Editor’s note: *The story of Steven Lewis, his family and the intense interest of a young boy about a grandfather he never knew or met is a good lesson about the importance of a place like the USS Cogswell DD-651 Association. When the Association began it was a way to bring former shipmates together to remember and celebrate the things they had done together as part of something much bigger than themselves. As the years progress and as our membership ages it has become a port where our families can come to learn more about that shared experience and to join us in our reunion celebrations. Before the Association ever existed members of the Class of World War II (see photo below) gathered in the Commodore Hotel in New York City for a 1948 reunion. While their names are lost to history, we know why they wanted to gather. If there were other such gatherings we don’t know. We do know that smaller groups of Cogswell veterans met informally on occasion. It would be decades later before the USS Cogswell DD-651 Association would formally come together. By the time it did a number of shipmates, including Steven Lewis, had already passed. In 2007, his widow, Cindy Soburn, found the Association website and contacted George Overman about her late husband’s service. Fast forward to 2020 and she reconnected with the Association because of her grandson’s interest. We welcome the participation of all our families in keeping the Cogswell memories alive. It’s good to know that the service and sacrifice of the sailors of the Cogswell can be celebrated long into the future through the Association. For those of us still here there is still time to join together for the original purpose of reunions. Hope to see as many of you as possible in Bellevue, Washington in June.*



White Light/Green Light Measure Solved

An obscure Cogswell log entry started an in depth email discussion over the meaning of "set lighting measure white/or green." As only our formidable Cogswell Association secretary George Overman can do, he threw down the gauntlet via a group email to unravel the mystery. In a Monday, August 2, 1965 mid watch log entry there were several mentions of these lighting measures during the 000-0400 and 0400 to 0800 watch.

The lighting measures would change on intervals of 15 minutes when applied. While they were repeatedly mentioned in these two log entries they are rare and few and far between in the overall log books for the cruise.

In private messages to a couple trusted officers, the answer still remained elusive so George opened up the discussion to everyone on the email group for the Association.

Once George reached out to the membership several members chimed in including Ron Dubrule (LTJG 68-69), John Helpap (LTJG 63-64), James Ball LTJG 64-65) and John Anthanson (LT 67-69). While all the former officers had variations of the same answer, it was John Anthanson who George declared the winner of the lighting sweepstakes after his persistence in getting to the more detailed answer.

Anthanson, who retired as a captain from the Navy, reached out to a friend who had been an officer aboard the USS Independence (CV-62) for help. Following is John's explanation for those who missed the email discussion:

The ship's deck log reflects the usual "busy" CV screening ops on Yankee Station. My best guess is the screen was using their mast-head lights to indicate when they were "on station" (white) and "proceeding to station" (green). Since the condition of readiness was "IV" and the material condition was "yoke" -- normal peacetime steaming conditions -- the ship would be employing normal navigation lights.

George, I think the most likely scenario is that "lighting measures white and green" had something to do with "proceeding to" and "on station". I'm just not sure why we would be changing the signal as frequently as is shown in the deck log. One possible explanation would be that once on station, if the task group's main course was changed (either for short launch and recovery operations, or for zig-zag tactics), the screening ships would have to regain their assigned relative positions on the carrier. This would account for the 13-15 minute maneuvering intervals.

The lingering question in this issue is why wouldn't we (former *(continued on next page)*)

POSITION ZONE TIME			POSITION ZONE TIME			POSITION ZONE TIME			LEGEND: 1-CELESTIAL 2-ELECTRONIC 3-VISUAL 4-D. R.
0800 L 16° 59' N λ 108° 29' E	BY 2		1200 L 17° 04' N λ 108° 17.5' E	BY 2		2000 L 16° 58' N λ 108° 26.9' E	BY 2		

NAVPERS-719 (REV. 10-64) DECK LOG - REMARKS SHEET

USS COGSWELL DD-651 ZONE DESCRIPTION -8H DATE Mon. 2 Aug. 19 65
(Day) (Date) (Month)

AT/PASSAGE FROM SOUTH VIETNAM COSTAL TO WATERS

REMARKS

06-04

STEAMING IN COMPANY WITH TASK GROUP 97.7 COMPOSED OF THE USS INDEPENDENCE (CVA-62), USS TOWER (DLG-10), USS BRAINE (DD-636), AND USS COGSWELL (DD-651), OPERATING IN SOUTH VIETNAM COSTAL WATERS IN ACCORDANCE WITH SEVENTH FLEET QUARTERLY EMPLOYMENT SCHEDULE. THIS SHIP IS ON STATION #2 OF A 3CZ SCREEN, WHEN ON STATION THE GUIDE, USS INDEPENDENCE, WILL BEAR 120°T, 4000 YDS. BASE COURSE IS 345°T, SPEED 12 KTS. SOPA AND OTC IS COMBAT DIV 5 IN USS INDEPENDENCE, SCREEN COMMANDER IS COMDESDIV 212 IN BRAINE. SHIP IS IN CONDITION OF READINESS III AND MATERIAL CONDITION YOKE IS SET. DARKEN SHIP (MODIFIED) IS SET. BOILERS #2 AND #4, GENERATORS #1 AND #2 ARE ON THE LINE. 0605 MANEUVERING TO STATION #1 OF A 3CZ, WHEN ON STATION THE GUIDE WILL BEAR 205°T AT 4000 YDS. 0620 C/C TO 075°T. 0621 C/C TO 150°T, MANEUVERING TO TAKE STATION #2 OF A 3CZ SCREEN, WHEN ON STATION THE GUIDE WILL BEAR 300°T AT 4000 YDS. 0630 C/C TO 165°T. 0632 SET LIGHTING MEASURE GREEN. 0644 C/C TO 240°T. SET LIGHTING MEASURE WHITE. 0648 C/C TO 310°T. 0645 C/C TO 170°T. 0648 C/C TO 15 KTS. 0648 C/C TO 12 KTS. 0650 C/C TO 008°T. 0623 C/C TO 180°T, C/S TO 19 KTS. 0630 SET LIGHTING MEASURE GREEN. 0649 SET LIGHTING MEASURE WHITE. 0650 C/C TO 17 KTS. 0650 SET LIGHTING MEASURE GREEN. 0654 C/C TO 15 KTS. 0656 C/C TO 008°T, C/S TO 15 KTS. 0657 SET LIGHTING MEASURE WHITE.

1M Campbell
LTJG USN

04-05

UNDERWAY AS BEFORE. 0734 MANEUVERING TO STATION #2 OF AN 3CZ SCREEN, WHEN ON STATION THE GUIDE, USS INDEPENDENCE, WILL BEAR 315°T AT A DISTANCE OF 4000 YDS. FORMATION COURSE 180°T, SPEED 15 KTS. 0444 SET LIGHTING MEASURE GREEN. 0500 C/C TO 270°T, C/S TO 12 KTS. SET LIGHTING MEASURE WHITE. 0511 C/S TO 15 KTS. 0523 C/S TO 33 KTS. 0532 C/C TO 240°T. 0550 C/C TO 25 KTS. SET LIGHTING MEASURE GREEN. 0605 C/S TO 12 KTS. 0610 C/C TO 180°T. SET LIGHTING MEASURE WHITE. 0641 COMMENCED A BATHY THERMOGRAPH DROP. 0645 COMPLETED BATHY THERMOGRAPH DROP. 0650 C/C TO 345°T, C/S TO 15 KTS. 0651 C/C TO 330°T. 0701 MANEUVERING TO TAKE RESCUE DESTROYER STATION 1,000 YDS. ASTERN OF THE USS INDEPENDENCE. 0705 SET THE PLANE GUARD DETAIL. 0715 C/C TO 345°T. 0730 MUSTERED THE CREW O/O STATION, ABSENTS; NONE. 0733 C/C TO 140°T, C/S TO 20 KTS. 0741 C/S TO 16 KTS. 0750 SET THE HELO DETAIL.

J Overman
LTJG USN

(continued from Page 22) OODs/JOODs) recall this standing operating procedure more clearly? Here are two possible explanations:

(1) It was a seldom used procedure. Probably the only time it was used was during the Vietnam War...on Yankee Station...assigned to a CV screening role...at nighttime...and then only during launch and recovery operations.

(2) It was a standing order. Once set at nightfall, it became an automatic action on the part of the watchstanders. The actual changing of the lights (flipping a switch) may have been done by the Bos'n Mate of the watch, the quartermaster, or even CIC or the signal bridge. The OOD and JOOD would be attending to more important ship handling procedures while maneuvering the ship at a relatively high speed and in close quarters to the other 2-3 screening destroyers, all trying to regain relative position on the carrier, which is constantly adjusting the Task Group's main course to bring the carrier "into the wind" for launch and recovery ops. (The carrier tries to maximize the headwind across its flight deck to achieve the best aircraft launch/landing conditions. I recall the carriers were constantly adjusting the desired course, making it difficult for the destroyer's bridge and CIC watch standers to achieve and maintain assigned stations.)

George has promised free beer to all those involved in the discussion as long as they avail themselves of the brew in the hospital-ity room of the next reunion.



Capt. John Anthanson

Remembering a Chief's Chief - Art Blaine

(Continued from Page 9)

John Shelton BT3 (1965-69) "I first met Chief Blaine in September 1965. He was my company commander in boot camp. At 17 he scared the crap out of me and everybody else. We never could figure out where he got his energy from. He was beating on trash cans at the ass crack of dawn, and he was still yelling at Taps. He always looked squared away and we could never figure out where he got time to go home, but he did. He was tough as nails but fair. Chief Blaine gave me more breaks than I deserved and to my surprise a few years later he came aboard the Cogswell and actually remembered me. I did not see or talk to him again until the mid-1990s. I called him up and told him who I was and he still remembered me from Cogswell and boot camp. Great memories. So sorry to hear of his passing."

James "Jim" Bos (LT 1968-69) "I have a pretty good Chief Blaine story from my Cogswell days. We were on patrol in the Gulf of Tonkin. It was in late 1968 or early 1969. I don't remember exactly, but I'm 77 now, and a lot of years have passed, but I do remember this incident clearly and fondly. We were lucky enough to be Captained by Cmdr. Fred Kraft who was one of the best Captains I ever served under. He was definitely a cool head. There was a catastrophic break in one of the feed lines from the boiler to the main engine room which put us dead in the water. It was a high pressure line, and it was not a simple fix. The line had several complicated bends and twists involved. So Chief Blaine went to work recreating this line on the deck of a rolling destroyer out in the open air. It was not only complex, but it had to fit perfectly, and all the welds (of which there were many) had to safely contain 600 psi of steam pressure at 850 degrees superheat.

Keep in mind the Captain was under immense pressure to get his ship back underway and fulfill whatever mission it was at the time. Of course, to the admirals all missions are all critical and in wartime, or course, they probably are. At any rate, about two hours into this project Blaine was making some pretty good progress, but clearly it was going to take a while. I was the MPA at the time and was out on deck watching Blaine work. I was utterly fascinated by the man's skill under pressure. Finally, Captain Kraft comes down off the bridge, and asked Blaine if we would be underway by 1900 hours. Blaine, who was kneeling on a steel deck welding stopped, flipped up his welders helmet, and said, "Hope to shit in your mess kit sir!!" Blaine flipped his helmet back down and kept working without a further comment. Captain Kraft, looked at me, smiled, shrugged his shoulders and left. He didn't bother us again, and we were safely underway long before 1900 hours.

Blaine was funny, finicky, and sometimes cranky, but he was a damned genius with metal and a torch, and Kraft knew he was lucky to have a man like that. He was a character and was the backbone that kept the Navy afloat. I will miss him."

Tin Can Hot Rod

Now me and a buddy and a guy named Joe
took off on a can from Sasebo,
The chow was poor and the fuel was low,
but that doggone can could really go.

Now along about the middle of the night,
we were steaming along with all our might,
When a cruiser behind us blinked his lights,
blew his whistle and pulled into sight.

We had twin screws on that little old can,
which might have you think we were in a jam,
But to you swabbies who don't dig that jive
that's 16 boilers and an overdrive.

Now we were men who likely knew
we could race all night until something blew.
That fantail was deep from the turn of the screws,
but through the waves we flew and flew.

Over the ocean we did glide,
flying along with the throttles wide.
The skipper screamed and the crew they cried,
but we and that cruiser stayed side by side.

We looked o'er the fantail 'cause we heard some-
thing coming:
sounded like a jet the way it was humming.
It was coming along at a terrible pace,
and we knew right then it was the end of the race.

As it streaked by our side, we looked the other way,
but, the crew of the cruiser had nothing to say.
For there going by was a Reserve JG,
pushing a hopped up LST !

Thanks to
Walt Dziedzic
for sending
this in.

Based on the song "Hot Rod Race" In 1950, in Bremerton, Washington, a 17 year old kid named Ron Wilson wrote out the lyrics for a song about a hot rod race. Recorded by many different artists though out the years. In 1955 a guy named Mick Woodward adapted the song to be about racing Navy ships and called it "Hot Rod Race Navy Style".

(Pobuda, continued from Page 11) Due to his extension he was honorably discharged in 1965. He worked for Northern States Power Company in multiple positions until his retirement in 1997 as a system relay specialist. Following retirement he worked as a bailiff for the Wright County Sheriff's Office for more than five years.



Dan Pobuda and Jean Pohlmann

Throughout his life, Dan was a loving partner to his "sweetie" Jean Pohlmann, a dedicated father, and special friend to many. He loved to hunt, fish, and spend time in the great outdoors. He was always

up for playing cards, especially cribbage. Dan and Jean enjoyed their dogs, trips up north, to ship reunions and attending their grandchildren's baseball, dance, softball, soccer and figure skating activities.

He was preceded in death by his parents and two brothers.

In addition to Jean, Dan is survived by children Travis (Jody), Erin (Andrew), Aimee (Steve), sister Carole, and many grandchildren, great grandchildren, nieces, nephews, family and friends.

A private service was scheduled for February 13, 2021.

History of the "Dixie Cup" sailor hat

Where did the sailor's white hat "Dixie Cup" originate? In 1852 a white cover was added to the soft visor-less "flat" blue hat worn by Navy enlisted. In 1866 a white sennet straw hat was authorized as an additional item. The white hat worn today originated in the 1880's as a low, rolled



The white hat

brim, high domed item made of wedge-shaped pieces of canvas. The low rolled brim of the white hat is evident in this 1898 photo from the battleship Iowa. Canvas material was replaced by cotton as a cheaper, more comfortable material.

(Thanks to Walt Dziedzic)

Cogswell/Wedderburn reunion has a connection 75 years in the making

Our reunion partners from the USS Wedderburn DD-684 and the USS Cogswell DD-651 have at least one important date in common. On August 16, 1945, one day after the Japanese announced they were going to surrender, the two destroyers, along with the USS Twining DD-540 all took on fuel from the USS Iowa BB-61 in the ocean near Japan.

October 9, 1944 incident

Cogswell's near sinking of the USS Flying Fish

One of the more disputed and infamous achievements of the USS Cogswell DD-651 revolved around an October 9, 1944 incident in which the Cogswell accidentally dropped several depth charges on a U.S. submarine.

The incident is outlined in both a book, "The Conquering Tide" by Ian Toll and in the extensive Cogswell history document put together by John Barwinczok aided later by Association Secretary George Overman.

The friendly fire account in "The Conquering Tide" differs only in drama and hyperbole from the official records and the Cogswell history.

In the book account the following was recorded:

"In October, 1944, off the Philippines, the *Flying Fish* was attacked by the destroyer *Cogswell* after having provided the correct recognition signals. Her captain ordered a crash dive and took her deep; the *Cogswell* dropped several depth charges. When the *Flying Fish* managed to transmit the signal by sonar, the *Cogswell* signaled, 'Sorry, are you damaged?' *Flying Fish*: 'I don't think so.' *Cogswell*: 'Come on up.' *Flying Fish*: 'Go to hell. We'll wait until you're gone.' "

More official records have a slightly less antagonistic account. RM2 R. Dale Martin, aboard the USS Flying Fish SS-229 recorded that he was in charge of the radio gang on the submarine on Oct. 9, 1944 when the Cogswell dropped the depth charges. "The first two charges did do enough damage to cause the conning tower to be abandoned except for himself. He had to man the sonar and try contacting the USS Cogswell." The following was taken from notes on the radio shack's calendar on that date: "9 Oct 1944, 70th day on patrol, received 5 depth charges from a friendly Tin Can, DAMN HIM!, 35 degrees down angle going all ahead standard. Finally a recognition signal was received.

The Cogswell history recounts the exchange taken from Martin's records between the two Naval vessels this way:

Destroyer challenged us on sound - FOJ

We sent reply - LAW (This was repeated several times)

He then sent the following - BT are you damaged? K

We replied - NO K (He really said: No, but our feelings are God Damned Hurt.)

(The Flying Fish's Commander was Robert D. Risser, USN)

He then rogered

After about ten minutes he sent the following - AA V D651 K

We replied D651 V S229 K

S229 V D651 BT are you O.K.? K

D651 V S229 BT Yes we are OK. can we surface K

S229 V D651 R R

S229 V D651 BT Roger smoke bomb -surface K

D651 V S229 IMI K

S229 V D651 Send smoke bomb

D651 V S229 Roger

S229 V D651 Roger surface K

D651 V S229 R R

Secured and surfaced at 0740 GCT

The Conning Tower damage earned the Flying Fish a trip to the states and six months in San Francisco.

The above incident was not unique during the war. In fact, of the 52 US Submarines which were lost, (by all causes) two, the Seawolf and Dorado, were sunk by "friendly" forces. The Seawolf by Destroyers and the Dorado by Aircraft.

In the spring of 1945, the Flying Fish was coming into Point Loma after a training exercise, and passed the Cogswell heading out to sea. The Flying Fish's CO asked the CO of the Cogswell, how many charges were dropped, and response was "11". 5 or 11, in any event, the Flying Fish was not sunk. Mr. Martin attended the Cogswell's October 1990 reunion in Tempe, Arizona and apologies were exchanged. An invitation was extended to the Cogswell to attend the Submariner's Reunion.



USS Flying Fish SS-229

(Apology offered to RM2 R. Dale Martin, crewmember of the USS Flying Fish SS-229 at the 1990 USS Cogswell DD-651 Association reunion)

6 October 1990

1800 HRS LOCAL
FROM: USS COGSWELL DD 651
TO: USS FLYING FISH SS 229
REF: UNFRIENDLY ACTION ON 9 OCTOBER 1944

BT

THE CREW OF THE USS COGSWELL REQUEST THAT THEY BE FORGIVEN FOR THE ACTION TAKEN ON 9 OCTOBER 1944, 46 YEARS AGO LACKING 3 DAYS.

WE KNOW THAT YOU WANTED TO KICK EVERYONE OF OUR ASSES. WE AGREE WITH YOU HOWEVER WE OUT MANNED YOU 324 TO 84. WE DROPPED 11 CHARGES THAT DAY AND MISSED. LUCK FOR US BOTH. WHEN OUR CO (CDR H. T. "THE FLYING DUTCHMAN" DUETERMAN) REPORTED TO ADM HALSEY THE CO DID SOME FANCY TALKING.

GOOD LUCK IN THE FUTURE AND MAY YOU HAVE FAIR WINDS AND FOLLOWING SEAS.

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.

Check out new Cogswell website

If you haven't checked out the new USS Cogswell DD-651 Association website do yourself a favor and try it out.

usscogswell.com

George Overman did the association proud with his design of the new website. There are many new features including photos and videos.

You can also see the latest information on reunions and visit and read past newsletters there. Let us know what you think. (And thank George if you get a chance)

Oh, so true

Charlie, a new retiree-greeter at the local Wal-Mart, just couldn't seem to get to work on time. Every day he was 5, 10, 15 minutes late. But he was a good worker, really tidy, clean-shaven, sharp-minded and a real credit to the company and obviously demonstrating their "Older Person Friendly" policies.

One day the boss called him into the office for a talk. "Charlie, I have to tell you, I like your work ethic, you do a bang-up job when you finally get here, but your being late so often is quite bothersome."

"Yes sir, I know, and I am working on it."

"Well good, you are a team player. That's what I like to hear."

"Yes sir, I understand your concern and I'll try harder."

Seeming puzzled, the manager went on to comment, "It's odd though you're coming in late. I know you're retired from the Navy. What did they say to you there if you showed up in the morning so late and so often?"

The old man looked down at the floor, then smiled. He chuckled quietly, then said with a grin, "They usually said, "Good morning Master Chief, can I get your coffee....???"



Time for a laugh



CHIEFS AROUND OFFICERS



I AM A SAILOR

To save time, let's just assume that I am never wrong



A young officer was working late at the Pentagon one evening. As he came out of his office about 8:00 pm he saw an Admiral standing by the classified document shredder in the hallway, a piece of paper in his hand.

"Do you know how to work this thing?" the Admiral asked. "My secretary's gone home and I don't know how to run it."

"Yes, sir," said the young officer, who turned on the machine, took the paper from the Admiral, and fed it in.

(PAUSE)

"Now," said the Admiral, "I just need one copy....."

USS Cogswell DD-651 Association

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