

Located hundreds of shipmates

Key Cogswell Association leader Don Miller dies

If you are reading this article there is a pretty good chance that you may have been recruited to the USS Cogswell DD-651 Association by Don Miller.

Don didn't start the Association, but it grew from a very small collection of shipmates to what it is today thanks to his leadership and early efforts to locate and recruit members.

Sadly, we must report that Don "Donnie Mac" Miller died October 18, 2022. A Texas native, Don lived most recently in Grants Pass, Oregon.

A Machinist Mate aboard the USS Cogswell DD-651, Don served four years aboard the Cogswell starting in 1956.

Current reunion planner George Overman recalled that his many shipmate friends remember him as a good shipmate who did his duty with enthusiasm.

Long after his service, several former Cogswell crewmembers got together and formed the Association to keep memories of life aboard our beloved vessel alive. When the first Association President retired, in 1991 Don was elected President of the Association and he helped organize several reunions and kept the Association functioning. **(Continued on Page 9)**



Don "Donnie Mac" Miller

NULLI SECUNDUS

AUGUST 2023

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Rapid City, SD Here we come!

Everything you need to join us in October in Rapid City, South Dakota is included in this newsletter (See pages 18-21). In addition to a great tour, George Overman has lined up a very interesting banquet speaker.

Blaine Kortemeyer, assistant chief of interpretation and education at Mount Rushmore National Memorial will speak to us about the monument and his work climbing over the top and working on the faces. Kortemeyer, a veteran of 24 years at Rushmore, is a member of the "Rope Team" that monitors cracks in the granite in the massive sculpture and works to maintain the memorial for the ages. Kortemeyer is planning a 30-minute presentation called "Rushmore 101," for our banquet guests.

A message from President Frank Wille

I am sure hoping to see many of you at the reunion in Rapid City this year. George has put together a great schedule with a tour that sounds pretty interesting to me.

He has kept the costs under control – we’ve seen what other groups are charging and know that ours are the best.

No one knows how many more reunions we will have. It is getting more difficult for all of us to travel; come join us while you can.

Since our last newsletter, we’ve learned of the passing of shipmate Don Miller who was our President for several years. Don singlehandedly located many of our current members and helped them join the Cogswell Association. Don kept the group going by his leadership. RIP Don. You made a difference.



Frank Wille, Zola Low, Lyna Low

Looking forward to seeing you soon.

Frank Wille

NOW HEAR THIS! THE SHIP’S STORE IS 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.

Email: ssimmermann@gmail.com

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 additional 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
Alice515lincoln@gmail.com
515-419-6086



Director/Ship's

Store:

Selena Simmermann
SK 67 Lake Cherokee
Henderson, TX 75652.
903-263-1059
ssimmermann@gmail.com



*I am a sailor, just to save time
let's just assume I'm never
wrong.—Anonymous*

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
February 1, 2023 to August 1, 2023**

Balance: February 2023 - \$20,756

Income

Dues \$370

Donation \$20

Ships Store \$76

Reunion deposit \$2,556

\$3,022 total income

Expenses

Association Expenses \$562 (includes newsletter)

\$562 total expenses

Balance: August 2023 - \$23,216

USS COGSWELL ASSOCIATION

DATABASE STATISTICS as of 08/01/2023

- Active = 161 (paid dues are current) - 125 Life Members
- Inactive = 0 (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 = 567 (members who have indicated they have no interest in the Cogswell Association)
- Deceased = 868 (known deceased shipmates)
- Not Located = 1711 (continues to be the largest number in database)

New members— February 15, 2023—August 1, 2023

Last Name	First	City	State	Years Aboard	Rank
GOUGH	EDWARD	TWIN FALLS	ID	1963-1966	E4

Known Deceased since February 01, 2022

Last Name	First Name	City	St	Years Aboard	Rank
CHANDLER	RICHARD (MOOSE)	GRAFTON	OH	1963-1965	RM2
CHAPMAN	JOHN	LONG BEACH	CA	1957-1960	OFFICER
GOUGH	THOMAS	KUNA	ID	1963-1964	MM3
MILLER	DONNIE	GRANTS PASS	OR	1956-1960	MM3

A letter from your editor

Only two months until we get together again with shipmates, families and friends in Rapid City, South Dakota. Elsewhere in this edition of The Scuttlebutt you can find all the information you need to know about signing up and being there.

Also included in this edition is the very sad news that one of our early members, second President and dedicated shipmate locator Don Miller has crossed the bar. I remember meeting Don at one of my first reunions and talking with him about my own journey in finding the USS Cogswell DD-651 Association.

In the 1990s Don used all the information available to him at the time to find as many shipmates of the Cogswell that he could. It was no doubt a daunting task as the Internet was in its relative infancy and the search engines and other sources we are so used to today had not been invented yet.

In my case, it would have been impossible to find me then or now. Although the Association database has been updated in recent years the only information available to Don back when he first started working on rounding up shipmates would have been sparse for me.

In the cruise book I am listed as JL Smith from Los Angeles, California. It would have been easier to find a needle in a needle stack than locate a JL Smith in Los Angeles, California. So in my case it took a few years until Google was invented for me to find the Association and reach out to George Overman.

The fact that we are still a solid, functioning organization is a testimony to the great leadership that started the Association and to all of you for your interest in keeping it going. Of course, we can always use more members and if you think of someone you served with that is not a member reach out to them and let them know how to join.

So many ship associations like ours are now defunct or struggling and we want to keep this going as long as we can. There will no doubt be some discussion of that at our business meeting in Rapid City, South Dakota.

One thing that these reunions have meant for me and my wife, aside from the fun of meeting old and new friends, is the chance to visit areas of the country we might not otherwise have seen. That said, my wife and I have been to the Black Hills before and it is a stunningly beautiful area of the country and we are looking forward to seeing it again.

So bring your stories – old and new – to the hospitality room and we'll look forward to sharing them with you.

I'm going to share my coming aboard the Cogswell story in the hopes that it will inspire you to tell me yours for a future newsletter edition.

When I got my orders out of boot camp to report to the Cogswell I spent my short leave with my parents in Los Angeles. Before I left home to report I told my parents as soon as I got to my ship I would find out when the next time was that I could get liberty and come and visit them. I took a Greyhound to San Diego and with my seabag in hand reported aboard.

I was immediately assigned to First Division and asked one of the bosun's mate petty officers when would be the first chance I might get liberty. I was sternly informed that the Cogswell had just finished all their sea trials and were leaving for WestPac in just a very few

days. "You ain't going anywhere," I was told.

After waiting in line on the pier to use the payphone (remember those days?) I called my parents and gave them the news I was on my way overseas and would not see them for many months. My story of the first few days at sea and my extreme seasickness will have to wait for another edition.

Thanks to the few of you who send along tidbits and ideas for this newsletter and I encourage more of you to reach out and help me make this a better publication. You can reach me through my email: jlmediaservices@gmail.com or by phone at 810-338-3015. Michigan just passed a new law that no one can be on a phone while driving so if I don't answer leave a message and I promise I'll call you back.



Items in the Cogswell Ship's Store



Embroidered cap (wear it for unexpected discounts at retailers)



Carry bag available to order



Front 1



Front 2



Carolyn Sessions models the 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



Don Miller Hangs Up His Oars

After serving as president of the Cogswell Association for several years, Don has decided to resign the presidency. He will hand over his position to the newly elected president during the Cogswell Association business meeting on October 15, 1999. During Don's tenure as president, the Cogswell Association grew from a small organization started by Shad White, to having more than 700 names in the Cogswell database. A large percentage of the names added to the database got there solely through Don's efforts. Because of his dedication to the Cogswell Association he has spent many hours on the telephone and has personally located many of our old shipmates. Don has also managed four Cogswell reunions; Baton Rouge, Nashville, and two in Las Vegas. Don's leadership and drive will be missed and difficult to replace.



(Cont. from Page 1) More importantly Don began contacting former shipmates and developed an efficient means of locating them. It is known that he contacted several hundred Cogswell crew members on his own.

He continued to try to locate shipmates for a time after he resigned the Presidency in 1999. To honor his work the continuing effort to locate former shipmates was named the Don Miller Locator Service.

"He truly helped the Association keep moving forward," George Overman said. "The Association is grateful to Don and Arlene for their service to the Navy and to the USS Cogswell DD-651 Association.

Don was born in Hale Center, Texas to Danville Miller and Bertha McElroy moving to Carlsbad, New Mexico as a young boy.

He graduated from Carlsbad High School in 1956 and shortly thereafter marrying his first wife Barbara Ann Wiseman. He joined the Navy and was assigned to the USS Cogswell.

Following his Navy service he returned to Carlsbad and worked as a radio disc jockey for KBAD and KAVE radio stations along with working at Duval Potash Mines. In Carlsbad he was a member of the First Assembly of God

The above article about Don Miller was in the June 1999 Scuttlebutt.

church where he enjoyed signing in a church quartet.

He started his college career in Las Cruces, new Mexico at New Mexico State University, graduating in 1975 with a bachelor's degree in Mechanical Engineering.

Family members said he enjoyed his career in engineering which provided him with opportunities to relocate to various areas of the Western United States, one of which was Denver, Colorado where he met and married Arlene Black in 1987. After retirement in 1996 the couple moved to Grants Pass, Oregon.

Grants Pass offered a more golf friendly climate and he quickly made many friends.

He joined the Grants Pass Golf Club and would pursue his other hobbies of singing in a senior choir, The Pacemakers, making furniture and flower boxes in his garage, joining the men's Wednesday breakfast group in the neighborhood and of course, the USS Cogswell DD-651 Association.

Arlene and Don enjoyed domestic and international travel.

"When he became your friend he became your friend for a lifetime," family members said.

"When I was older he tried to get me to join the Navy and I went as far as going to see the recruiter and backed out, and be-

came a nurse instead, said daughter Deena Miller. "I know he was proud of his service and what he had accomplished in life. He was very proud of my daughter and her decision to join the Air Force and came to Denver to see her off and begin her journey. That is a moment she cherishes.

A celebration of life was held May 27, 2023 in Grants Pass. His daughter Deena is working with a Dallas-Forth Worth National Cemetery to have a stone placed for Don.



Don and Arlene Miller

George Overman remembers Don's first call

I was sitting in my home office in 1993 when the phone rang. This gruff guy said "are you George Overman who served on the Cogswell"? I really thought about saying what's it to you? However, being the level headed person I am I thought to hear him out. He introduced himself and then proceeded to tell me about the Cogswell Association, and the fact there was an upcoming reunion in Las Vegas. Don has been credited for finding somewhere between 300-500 Cogswell shipmates.

That was the first reunion I attended and have only missed one other. During the Baton Rouge reunion there was a discussion on where to hold a future reunion. I had come somewhat prepared with information on San Diego and offered to manage the reunion. A vote was taken and San Diego was selected with poor old George leading the project. Don Miller was in contact with me the entire time during the planning to answer any and all questions. His help was priceless. He never let me down.

Don along with his wife Arlene were always available to help where needed. The last reunion that the Millers attended was in San Diego in 2014. Fair Winds and Following Seas my brother.



TAPS

(continued)



Thomas Folkman Gough (late obit)

Thomas “Tom” Gough, of Nampa, Idaho, who served aboard the USS Cogswell DD-651 from 1963-64 as an MM3, died October 7, 2017 at his home. He was 73.

Tom, formerly of Blackfoot, was born August 25, 1944 in Pocatello, Idaho.

One of his survivors, his brother, Edward Gough, one of our newest Association members, also served aboard the Cogswell at the same time as his brother.

Thomas was surrounded by his loving family at the time of his death.

Tom attended school in Pocatello, where he then joined the United States Navy and served on the USS Cogswell, becoming a Vietnam vet. After returning from the U.S. Navy, he became a deputy sheriff for Bingham County.

He then went on to get his electronic degree at ITT Tech in Boise, Idaho. Following this he enlisted in the Idaho Army National Guard, retiring in 2001. Tom then continued his career with the U.S. Forest Service, retiring in 2008.

Tom enjoyed fishing with his brothers and spending time with them. He enjoyed coming to southeast Idaho to spend time with his family. He was very proud of his family and loved listening to older-country music and playing guess that song with the family. He also loved sharing his life experiences with his kids, grandchildren, great grandchildren, nieces and nephews and flying during fire season.

Tom is survived by his children, Shane (LeAnn) Wohlert of Ogden, UT, Kimberly Wohlert of Idaho, Nickie (Everett) Ellis of Blackfoot, Kelly (Cheryl) Gough of Star, Idaho, Brandee (Josh) Russell, of Alpine, CA; siblings, Betty Ellis of UT, John R. “Bob” (Dottie) Gough of Wilder, ID, Edward L. SR (Carole) Gough of Twin Falls, ID, Linda Nelson of Blackfoot, Bill (Karen) Gough of St. George, UT; his loving 16 grandchildren; and many nieces and nephews.

He was preceded in death by his parents; sister, two brothers; two nephews; and one great nephew.

A funeral service was held October 14, 2017.

John Richard Chapman

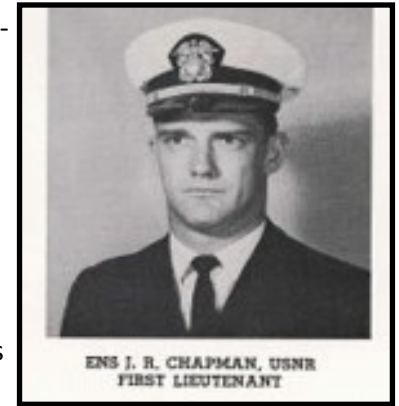
John Richard Chapman, an officer aboard the USS Cogswell DD-651 from 1957-1960, died December 2, 2022 in Long Beach, California. He was 87.

He was born July 15, 1935. While on board the Cogswell he participated in the atomic blast called Operation Hardtack. He was an LTJG while he served on board.

“I served with John on the Cogswell in the late 1950s,” said Frank Embrick. “John was liked by all who knew him and I remember him for always exhibiting a positive attitude. May he rest in peace.” Frank recalled that John was in charge of deck division.

John was a life member of the USS Cogswell DD-651 Association.

Sadly there was no obituary so no further information was available on John’s life after his Naval service.



John Richard Chapman

Richard Chandler (late obit)

Richard Lee “Moose” Chandler who served aboard the USS Cogswell DD-651 as an RM2 from 1963-1965 died September, 16, 2017 in Lagrange, Ohio. He was 73. He was born in 1944 in Arkansas. No further information could be found.



Association donates items to museum

USS Kidd and USS Cogswell share World War II legacy

As most of our members know a large portion of our Cogswell memorabilia is now in the hands of the USS Kidd DD-661 museum in Baton Rouge, Louisiana. Like our own beloved “tin can” the Kidd has a rich history. The Cogswell Association can be proud to be a part of the great legacy of this ship and museum.

Although the Kidd has a higher hull number than the Cogswell she was actually laid down and commissioned the months prior to the Cogswell.

The Kidd is named for Rear Admiral Isaac Campbell Kidd who died on the bridge of the battleship USS Arizona during the Japanese attack on December 7, 1941. Admiral Kidd was the highest ranking casualty at Pearl Harbor, the first U.S. Navy flag officer killed in action during World War II, as well as the first killed in action against a foreign enemy.

For his actions on that infamous day he was awarded the nation’s highest military honor – the Medal of Honor. Much of the information for this article comes from the Kidd museum website.

In addition to the USS Kidd DD-661, two other destroyers, the USS Kidd DDG-993 and the USS Kidd DDG-100 were named for him. The latter commissioned on June 9, 2007. Admiral Kidd was a 1906 graduate of the U.S. Naval Academy. He sailed with the Great White Fleet around the world on the USS New Jersey between 1907-1909.

His long Naval career included battleships, Captain of the Port at Cristobal, Panama Canal Zone, teaching and staff assignments at the Naval Academy and commander of Destroyer Squadron One, Scouting Force from 1935-1936 in Long Beach, California.

During the Japanese attack, Admiral Kidd was the Commander of Battleship Division One and Chief of Staff and Aide to the Commander, Battleship Battle Force. At his first knowledge of the attack, the Admiral rushed to the bridge of USS Arizona, his flagship, and “courageously discharged his duties as Senior Officer Present Afloat until Arizona blew up from a magazine explosion and a direct bomb hit on the bridge which resulted in the loss of his life.”

The Admiral’s body was never recovered and is still considered missing in action. U.S. Navy divers located his Naval Academy ring fused to a bulkhead on Arizona’s bridge. A trunk containing his personal memorabilia was found in the wreck and sent to his widow. The contents of that trunk are on display at the USS Arizona Memorial.

After commissioning by his widow, the first voyage contained a couple of notable historic items. Under the command of Commander Allan B. Roby, the destroyer moved



Picture caption

across New York Harbor for delivery to the Brooklyn Naval Shipyards. Flying from the foremast was the Jolly Roger skull and crossbones. Time Magazine noted it was the first time in more than 100 years that such a flag had flown in New York Harbor.

The pirate Captain Kidd – who ironically hailed from New York – was adopted as their mascot and a local cartoonist was hired to paint the famed buccaneer’s image high of the forward smokestack. Not wishing to dishonor the Admiral the crew asked permission from his widow. As it turned out, The Admiral’s nickname at the Naval Academy was “Cap” as in Captain Kidd and he had kept that nickname all his life. Mrs. Kidd gave her stamp of approval for the Navy to allow them to paint the pirate on the smokestack and fly the Jolly



USS Kidd DD-661

Roger.

The Kidd thus became the only vessel in the history of the U.S. Navy to ever have such leave granted to fly the flag of piracy. Another unique distinction of that first voyage was the inclusion of Ens. A. Randle. As it turned out the “Ensign” was actually “a WAVE named Anne Randle. She was the first member of the WAVES to be assigned to the Office of Shipbuilding in New York City.

(Continued on Page 14)

The Cogswell in World War II—A proud history

This is what the USS Cogswell DD-651 was doing 99 years ago this month.

U.S.S. COGSWELL

(DD651)

CONFIDENTIAL

5 August 1944: Was engaged in the Night Battle with a JAPANESE Convoy off the coast of CHICHA-JIMA (BONIN ISLAND GROUP), only 380 miles from JAPAN. This JAPANESE Convoy consisted of Five (5) Supply ships, Four (4) Destroyers Escorts, One (1) Destroyer and One (1) Light Cruiser, also a number of Landing Barges which were heavily loaded with JAPANESE TROOPS. The entire Convoy was sunk.

6 AUGUST 1944: Participated in DesDiv 100's Bombardment on CHICHA-JIMA (BONIN ISLAND GROUP) in which we destroyed their Radio Installations, Four (4) Oil Dumps, Three (3) Cargo ships (AK's) in the harbor, a number of Landing Barges heavily loaded with JAPANESE TROOPS which were also in the harbor. Wrecked Fifty-Eight (58) Planes on the ground, silenced their Shore-Batteries and put the finishing touch on the Island by leveling off the City.

In the Night Battle with the JAPANESE Convoy off the Coast of CHICHA-JIMA (BONIN ISLAND GROUP), (5 AUGUST 1944), the COGSWELL is credited with the sinking of the One (1) Light Cruiser and assisting in sinking the Destroyer and One (1) Supply ship. This is the CLOSEST any U.S. SHIP has ever been to JAPAN PROPER since the start of the WAR.

The Commander-in-Chief, United States Pacific Fleet, takes pleasure in commending Cdr., H.T. DEUTERMAN, USN., and Command for exceptionally meritorious conduct in the performance of duty on the USS COGSWELL (DD651) during the First strike of the war on SAIPAN, TINIAN, and GUAM, in the MARIANAS ISLANDS on 22 February 1944. His ship being part of the carrier screen during the night action against enemy planes during the approach phase, by the initiative and outstanding ability of he and his crew, his ship maneuvered for extended periods of time in dangerous and hazardous waters which enabled twelve (12) enemy planes to be shot down. The courage, skill and devotion to duty were in keeping with the highest traditions of the Naval Service.

From: Commander Squadron Torpedo TEN: I wish to extend our thanks in appreciation of our Fliers rescue and excellent hospitality extended by you and your command on the nights of 21 June 1944. Their prompt and speedy rescue, under hazardous conditions, enables these men, and others in similar positions, to have greater confidence in carrying out their missions. It has been of great service, not only to the Navy, but to their Squadron to permit the speedy return to duty of experienced men trained over a long period of time. Torpedo TEN adds to its expression of sincere appreciation a VERY WELL DONE to your command.

Destroyers: Then and Now



Fletcher Class Destroyer

Years built: March 3, 1941 - February 22, 1945

Number built: 175

Displacement: 2,500 tons (fully loaded)

Length: 370 feet (approx.)

Beam: 39.5 feet

Draft: 17.5 feet

Speed: 36 knots

Range: 5,500 miles (at 15 knots)

Complement: 329 (officers and enlisted)

Propulsion: 4 oil-fired boilers, 2 geared steam turbines, 2 screws

Cost: \$6 million

(We know which one was more fun!)

(Editors note: All numbers approximate and different versions could vary slightly)



Arleigh Burke Class Destroyer

Years built: 1988– Present

Number built: 72 (7 on order)

Displacement: 9,200 tons (fully loaded)

Length: 510 feet

Beam: 66 feet

Draft: 31 feet

Speed: In excess of 31 knots

Range: 4,400 miles (at 20 knots)

Complement: 380 (officers and enlisted)

Propulsion: 4 General Electric LM 2500 Gas Turbines, 2 massive 17-foot screws.

Cost: \$1 billion (newer versions close to \$2 billion)

(Editors note: All numbers approximate and different versions could vary slightly)

(Continued from Page 11) In those days it was considered bad luck for a woman to be aboard, but she did sail with the ship and arrived safely at the Brooklyn yards.

The Kidd earned a nickname as the “Pirate of the Pacific” for its practice of ransoming rescued pilots for ice cream and other delicacies from the aircraft carriers they came from.

Like the Cogswell, the Kidd spent her World War II service in the South Pacific and eventually had a very nasty encounter with a Kamikaze. A suicide bomber crashed into her forward boiler room killing everyone inside. The bomb catapulted through the ship and out the other side where it detonated. A total of 38 men were killed and 55 wounded. The ship’s commander was one of those seriously wounded. The ship’s doctor was also injured and the Chief Engineer Ltjg George P. Grieshaber was among those killed. The XO was also injured but not seriously enough to avoid taking command.

On the way back to Ulithi, on April 12 the ship buried its dead at sea. It turned out that was the same day President Franklin Roosevelt died. A plaque was quickly fashioned by crewmembers of the destroyer tender USS Hamul AD-20 that included the names of all those killed in the attack. The plaque was mounted on the quarterdeck.

Sometime during its service in the South Pacific orders came to paint over “Captain Kidd” on the stack in late 1944. But while back in repair at the Hunter’s Point Naval Shipyards a new commander fulfilled his promise that he



Captain Kidd on Stack No. 1

would restore Captain

Kidd to his rightful location on Number One stack. Morale on the ship soared with that achievement.



Pirate flag hoisted on maiden Kidd voyage

The Kidd was on its way back to the war theater when the first atomic bomb dropped on Hiroshima. She returned to San Diego and was eventually decommissioned in December 1946.

She returned to action in Korea and when the war ended she began a series of WestPac cruises which lasted from 1954 to 1959. It is more than likely she served at times with the Cogswell during her World War II and peacetime sailings.

The Kidd also had a co-starring role along with the USS Redfish (SS-395) in the filming of the motion picture “Run Silent, Run Deep” off the coast of San Diego.

In 1959, Kidd went to the Atlantic fleet and participated in a few of the notable Cold War actions. In April 1962 the Kidd was assigned to the Naval Destroyer School at Newport, Rhode Island where she was used as a train-

ing ship for reservists. She was stricken from the Naval list of vessels in 1975.

The Kidd was chosen as a museum ship because she was pretty much in World War II configuration, including having 5, 5-inch mounts in place and a single pole mast still in place. With help from a number of foreign navies who had assumed many of the Fletchers her World War II weapons were found and put back in place.

She was towed to Baton Rouge on May 23, 1982 and opened for visitors in August 1983. Today, the Kidd is moored in the Mississippi River in Baton Rouge, Louisiana as the centerpiece of the USS Kidd Veterans Museum. She rests in a unique docking system designed for the near 40-foot rise and fall of the river each season. Of the four preserved Fletcher-class destroyers, she is the only one remaining in her World War II and is painted in wartime camouflage.

The Jolly Roger flies high from her mast and the pirate still looks out from her forward stack.



The newer USS Kidd is carrying on the tradition

Fun things to do in and around the Black Hills of South Dakota

So you're coming to Rapid City, South Dakota and you've never been here before. Let's just say you have a couple extra days on either end of your reunion trip and want to explore the area on your own.

It's a surprisingly beautiful area with lots of things to do. So here's some ideas that may be of interest to you.

If you signed up for the tour you will already get to see three of the major attractions in the Rapid City area. Mount Rushmore, Crazy Horse Monument and Custer State Park Wildlife Loop.

There will be time on Thursday for people to do some touring on their own before the banquet on Thursday night. Of course, you can opt for staying at the hotel and enjoying sea stories but some local attractions might be worth a visit.

A 45-minute drive takes you to Deadwood, South Dakota. There's lots to do in this former lawless, chaotic frontier town. The illegal settlement started in the 1870s and was home to plenty of grifters, drunks and criminals trying to make an honest living mining gold. Sounds like a great place for some destroyer sailors.

In Deadwood you can visit Mount Moriah Cemetery and visit the graves of Wild Bill Hickok, who is buried right next to Calamity Jane. The town offers a ½ hour stagecoach ride and tour through town on an honest to goodness full sized stagecoach.

If visiting the graves or two notorious Wild West celebrities isn't enough for you, the Adams Museum has on display personal possessions of Bill and Jane as well as other oddities like a taxidermied two-headed baby cow, a fossilized plesiosaur dug up in 1934, the Thoen Stone, a mysterious sandstone slab containing the purported last words of 1830s-era miner Ezra Kind. I won't spoil them here.

If you haven't had enough of Wild Bill yet there is a reenactment of his untimely death as he played poker in Saloon No. 10. Shot in the back of the

head by Jack McCall. The cards in Bill's hand were two pairs, aces and eights, the now infamous "Dead Man's Hand." So popular is his death they reenact it four times a day.

Unfortunately for all who came to Deadwood to seek gold, it was a fool's errand because the biggest mining operation there collected mostly iron pyrite, also known as fool's gold. They sold it to be used in sulfuric acid and the mine was in operation until 1904 when it closed. Except for a brief time in World War I, the mine laid dormant until 1954 when it was leased out, renovated and re-branded the Broken Boot Gold Mine and the mining now is from the wallets of tourists. But it sounds fun and you can learn to pan for gold.



Broken Boot Gold Mine



Deadwood, South Dakota



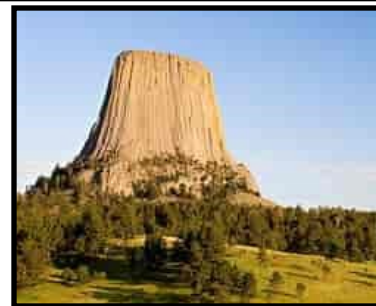
The girls of Saloon No. 10

For those who want to visit Custer's Last Stand – or more properly known as the Battle of the Little Bighorn – the drive from Rapid City is a little over 4 hours, depending on whether the bison block the road on your way so probably something you'll want to plan either coming or going to the reunion if you are driving. For history buffs it is a pretty interesting place to visit. **(Continued on Page 16)**

(Continued from Page 15) Devil’s Tower (see photo) is about a 90-minute drive from Rapid City so possible on Thursday if you get an early start. It was featured in the movie “Close Encounters of the Third Kind.”

A little closer to the hotel is the South Dakota Air and Space Museum which houses 30 vintage bombers from World War II era to a modern day B-1.

Less than an hour east of Rapid City are two well known attractions. Badlands National Park and the world famous Wall Drug Store in Wall, South Dakota. The store is marketed through



Devil’s Tower

hundreds of roadsides, particularly along I-90 between Minnesota and

South Dakota. The Wall Drug complex consists of a collection of cowboy-themed stores, including a drug store, gift shop and several restaurants, variety stores, an art gallery and an 80-foot tall brontosaurus sculpture. Two million visitors a year visit the store which is located in an extremely remote town.

Badlands National Park has 242,756 acres of sharply eroded buttes and pinnacles along with the largest undisturbed mixed grass prairie in the United States. Part of the park is managed by the National Park Service and the south part of the park is co-managed by the Oglala Lakota tribe.



Picture caption

Need a little help from my friends

In researching the story on the USS Kidd (**See Page 11**) and its permission to fly “The Jolly Roger” flag, I remembered that my second ship the USS Hoel DDG-13 had a unique tradition of its own. Some people believe the number “13” is unlucky, but the crew of the Hoel had—and still have—an affection for not just the number but celebrate every Friday the 13th. When a Friday the 13th occurred on the Hoel, it was likely the only ship in the Navy that celebrated Holiday Routine for that day. Even today the association of sailors from the USS Hoel DDG-13 wish each other a “Happy Hoeliday” every Friday the 13th. I’m hoping that those who have had other ships or commands might remember unusual or unique traditions related to a ship or a shore duty command they had. Please call me or email me with those for a future newsletter story: **810-338-3015 or jlsmediaservices@gmail.com**

Can you help ID these two men?

The family of Don Miller (See obituary on Page 1) said these two men were kind enough to attend Don’s Memorial service this year.

They sent along a photo but were sorry they couldn’t tell us who they were, but believed they were former shipmates. We’d like to give credit where credit is due so if you know (or are) the men in the photo please let us know who you are.

We appreciate very much that someone reached out and paid their respects to Don.

They are pictured in front of a large display of photos marking the many aspects of Don’s life.



Sayings from the Sea

So many of the things we routinely hear and say come from idioms that originated from seafarers. Try a few of these on for size. If you have a really good memory you might recognize some of these from the August 2006 Scuttlebutt)

We often hear people ask if they are **“on board”** if we want them to join us. Or if we want them to avoid a person or situation we tell them to give it **“a wide berth.”** Those of us familiar with those terms know that giving a wide berth meant to leave enough room at an anchorage for ships to swing in the tides and wind. When trouble is approaching we often say **“batten down the hatches,”** which dates to a time when sailing ships had grills on hatchways to allow air circulation. When bad weather threatened the crew would cover these openings with tarpsaulins and fasten them in with wooden battens.

We’ve all heard say someone that they were caught **“between the Devil and the deep blue sea”** because they had no way out of a situation, but the historical source was the nautical practice of sealing the seams between a ship’s wooden planks with hot tar. In this context, the devil is the name given to the ship’s longest seam, which is typically the most prone to leaking.



When someone says they are **“down in the doldrums”** it usually means they are stuck or in a rut, but the original term came from sailing ships who were stranded at sea with no wind for long periods of time.

Terms like **“in deep water”** and **“high and dry”** are pretty obvious but are common terms used for non-nautical situations today.

If one is **“three sheets to the wind”** we know that means they are very, very drunk. That phrase comes from small harbor boats that shuttled sailors between the larger ships and port docks. They were often sloop rigged which meant they had a main sail and a foresail called a jib. The ropes that controlled these sails are called sheets. The foresail had two sheets, usually only one of which was used depending on whether one was on starboard or port tack, and the mainsheet. Additionally these boats used rudders. Now you could control the boat with two sheets without the rudder, or even one sheet with the rudder, but not just the rudder alone. So if all three sheets were blowing in the wind you were out of control— hence the term.

No one ever wants to be **“dead in the water”** (see “in the doldrums” above) or the person who **“rocks the boat.”**

When it is time to get everyone **“on board”** it might mean **“all hands on deck”** especially if there is a **“loose canon”** around. Of course you might be the person who likes **“to make waves.”** If you do make those waves that could create **“a shot across the bow”** for another person.

Sometimes people will say everything is **“hunky-dory”** meaning everything is okay. They probably don’t know that it is believed that phrase came from a particular street in Japan called “Honcho-dori” and it was a street known to lonely sailors for the services it provided.

If you **“run a tight ship”** and keep everything **“shipshape”** you can probably look forward to **“clear sailing.”** By the way, a tight ship is one with taut ropes and well caulked seams.

If you are enjoying a drink and someone says **“bottoms up!”** remember that comes from the days when English sailors were often tricked or pressed into service of the Royal Navy. The trick involved giving an unsuspecting man a beer with a coin in the bottom. Once the man took the coin he was deemed to have accepted a position in the naval service. As men become aware of the practice they would say the phrase to people they drank with so they could check for any hidden coins in their glasses. And **“to show one’s true colors”** is a phrase related to the practice of ships hoisting their “real” national flags before battle. Warships, especially from Spain, carried flags from many countries to mislead opponents as to their true nationality. But just before battle they would raise the proper flag, showing their true colors.

REUNION REGISTRATION – October 17-19, 2023

***MUST BE **RECEIVED** NO LATER THAN FRIDAY, SEPTEMBER 15, 2023 (FOR ROOM AVAILABILITY) ***
 (Please print clearly and sign on the bottom of the form)

Name: _____ Phone # _____ Mobile # _____

Address: _____ City: _____ State: _____ Zip: _____

Guest Name: _____ Additional Guest(s): _____ (Continue of back if necessary)

Years aboard: _____ Rating/Rank: _____

	Yes	No	
Are you staying at Best Western? _____	Yes	No	Have you made reservations _____
Room reservations must be made directly on hotel link. Call hotel if there are special requirements.			

We plan to arrive on: _____

		Total	Cost (<u>per person</u>)	# of
Banquet _____	Buffet	=	\$45	X
Tour _____		=	\$35	X

If you have special dietary requirements please contact George Overman

Registration Fee (under 18 free)	\$20	X	
=	_____		

Photo Book _____ \$23/ea. includes postage

Grand Total _____

Check Number: _____

Make check payable to:

USS COGSWELL DD-651 ASSOCIATION

Mail to:

USS COGSWELL DD-651 ASSOCIATION
 3784 MISSION AVE
 STE 148 #1016
 OCEANSIDE, CA 92058

The Cogswell Association will provide beer & wine to guests over the age of 21. There will be no charge for this beer or wine. The Cogswell Association will be providing snacks in the hospitality room. No food or snacks of any kind may be brought into the room by other individuals. In addition, the USS Cogswell DD-651 Association executive committee does not accept responsibility or liability whatsoever for any incident involving the consumption of any food items or alcoholic beverages.

I have read and agree to the above restrictions on alcoholic beverages and food items at the reunion.

Signature: _____ Date: _____

(Must be signed in order to participate in reunion activities)

Rapid City South Dakota
Tuesday Oct. 17—Thursday Oct. 19, 2023
Best Western Ramkota Hotel
2111 N LaCross Street, Rapid City, SD 57701

We have booked both traditional double queen, three accessible king roll-in and two accessible king walk-in rooms. The group rate is \$81 per night. In addition;

- Group rate honored 3 days pre/post blocked dates.
- Room rates are subject to 9.0% tax and \$2.00 City Occupancy tax (or current rates)
- Daily check-in time is after 4:00 pm and check-out time is 11:00 am
- All rates are based on 1-4 person occupancy in each room
- Individual room cancellations may be made until 4:00 pm one day prior to check-in without incurring a cancellation charge.
- All reservations will be guaranteed for late arrival to the individual.
- Any 'No Shows' will be billed to the individual's method of guarantee.

COVID 19

We have modified our cleaning practices in response to the recent COVID-19 outbreak. While we've taken a number of precautions to prevent the spread of illnesses, viruses, and bacteria, we cannot guarantee that you or your guests won't be exposed. As such, we cannot accept liability for the transmission of any illness, virus or bacteria.

RESERVATION METHOD:

Individuals must call the Best Western Ramkota at (605) 343-8550 to reserve a guest room prior to Sunday, September 15 2023. Guests must specify they are with USS Cogswell DD-651 to receive the special group rate.

Complimentary airport shuttle services provided by Rapid Shuttle (located outside baggage claim at Rapid City Regional Airport) Attendees must specify "Best Western Ramkota" to receive complimentary shuttle.

Area Shuttle: At this time, hotel will not guarantee local shuttle service due to staffing. Hotel will accept requests for shuttle 14 days prior to shuttle desired date in an attempt to staff a shuttle driver for specific time periods/events.





TOUR INFORMATION

*We will be visiting the Mount Rushmore National Memorial, Crazy Horse Memorial, and a drive through Custer State Park's Wildlife Loop. There will be stops for photo taking, lunch, and potty breaks! We can bring our own lunch and drinks (beer included) or if desired eat when we reach Custer. This is a school bus so plan accordingly. Route highlighted in **ORANGE***

- 0900 Pickup at hotel
- 0940 Arrive Mt. Rushmore (1 hour visit)
- 1040 Depart Mt Rushmore heading to Crazy Horse
- 1110 Arrive Crazy Horse (1 hour visit)
- 1210 Leave Crazy Horse heading to Custer
- 1220 Arrive Custer for lunch (1.5 hours)
- 1350 Leave Custer on the Wildlife Loop
- 1445 Stop at Wildlife Station Visitor Center (20 minute visit)
- 1505 Leave Wildlife Station Visitor Center for Custer State Visitor Center
- 1530 Arrive Custer State Park Visitor Center (20 minute visit)
- 1550 Depart for Hotel
- 1635 Arrive Hotel



Buffet Dinner Menu

House salad with three dressings
Roast Turkey with cranberry stuffing and pan gravy
Burgundy Beef Tips with mushroom & onion demi-glace
Mashed potatoes and gravy
Seasonal vegetables

Served with fresh rolls, and carafes of coffee at tables

Assorted layer cake desserts

Cash Bar

RAPID CITY SD REUNION PLAN OF THE DAY

(Subject to change)

Tuesday, October 17, 2023

- 0930 USS COGSWELL DD-651 ASSOCIATION registration begins in hospitality room
- 0930 Raffle tickets on sale and continues throughout the day
- 1400 Snack service begins in hospitality room, snack mix, soft drinks, coffee & tea, beer & wine)
- 1700 Reunion welcome gathering with an enhanced food layout (sandwiches, fruit, veggies and chips) created by chef Alice Lincoln
- 1730 Remarks from our Association President Frank Wille, hotel management and visiting guests
- 1800 An overview of activities during the reunion including tour update
- 1815 (Approximate) Raffle drawing
- 1830 Reception continues and the sea stories begin

Wednesday, October 18, 2023

- 0730 Continental breakfast served in hospitality room or full breakfast can be purchased in restaurant
- 0900 Tour bus leaves near the lobby
- 1635 Tour bus returns from trip
- 1635 Hospitality room open for sea stories
- 1700 Restaurant & Lounge open for dinner on your own

Thursday, October 19, 2023

- 0730 Continental breakfast served in hospitality room or full breakfast can be purchased in restaurant
- 0900 Cogswell Association business meeting and election of new committee members in the hospitality room
- 1000 Time approximate—day on your own
- 1200 Ship's store and memorabilia room (Lincoln room) closes.
- 1700 Photo shoot begins in designated area—TBD (all hands on deck, purchase of photo book optional)
- 1715 Banquet room opens—full cash bar available. (No Cogswell refreshments available)
- 1745 Banquet program begins with announcements
- 1800 Invocation and Necrology
- 1815 Food service
- 1900 Guest speaker / Entertainment (TBD)
- 2000 Benediction
- 2015 Hospitality room open for more sea stories

Friday, October 20, 2023

- 0800 Final farewells in the lobby or restaurant as the USS COGSWELL DD-651 ASSOCIATION reunion is closed and we look forward to our next reunion in the Central Time Zone

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.

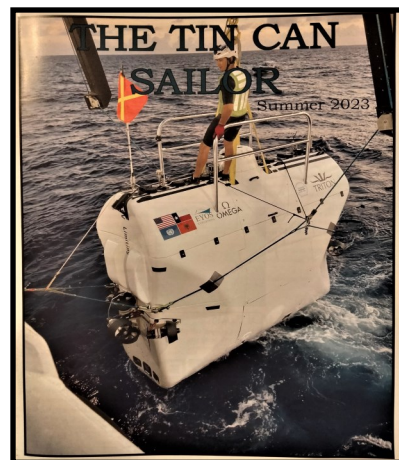


TCS appeals for donations to help with museum ships

If you are a member of TCS, or The National Association of Destroyer Veterans, you may have seen the newly minted "The Tin Can Sailor" magazine. It is truly an upgrade from the old black and white broadsheet that we used to get. In it President Terry Miller, who is a friend of our organization, had a appeal for donations to continuing helping to maintain the museum fleet.

Many of the ships are in need of heavy maintenance—The museum ship USS Sullivans DD-537—sank at its mooring in Buffalo, New York recently. Work is ongoing to fix its many issues.

The TCS is a supporter of the museum ship USS Kidd DD-661 in Baton Rouge, Louisiana. Much of our former historical collection from the USS Cogswell is currently housed there. George Overman sent in his donation, which means if he can give we can all give a little. To donate go to: <https://www.destroyers.org/donate>.



New TCS magazine

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 jlsmediaservices@gmail.com or on his cellphone (810) 338-3015 and tell him your stories.

Check out the Cogswell website

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

usscogswell.com

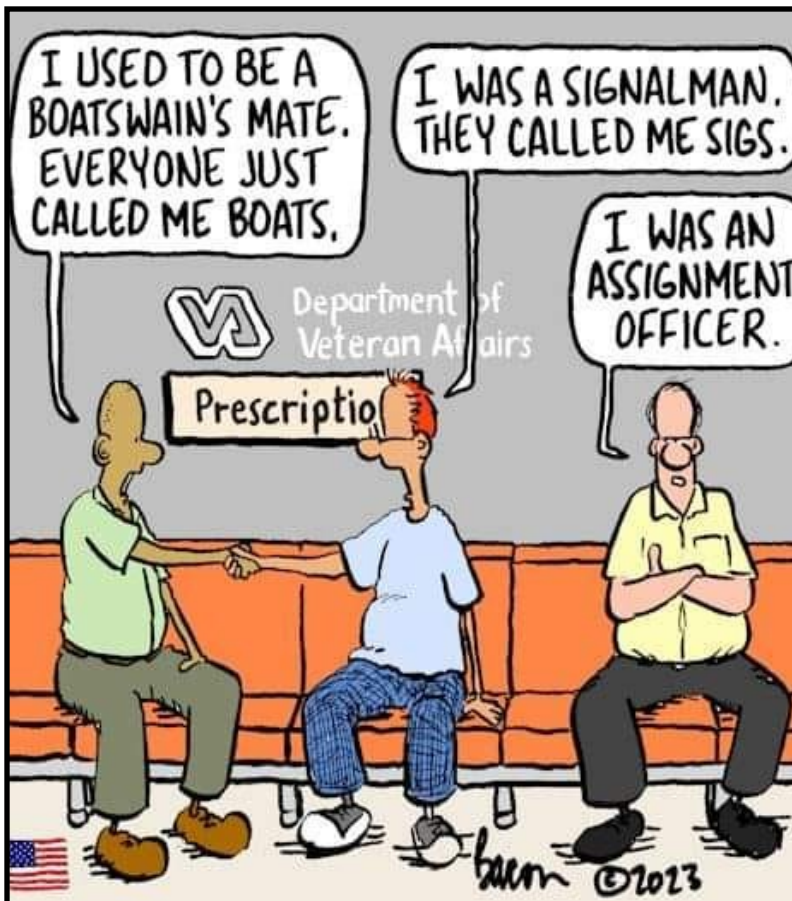
George Overman did the association proud with his design of the new website. There are many new features including photos and videos.

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)

Time for a laugh



Son, we live in a world that has ships, and those ship have rust and need to be painted by men with crossed anchors. Who's gonna do it? You? You, Shipmate. I have a greater responsibility than you could possibly fathom. You weep for Deck seaman and you curse the Boatswain's Mates. You have that luxury. You have the luxury of not knowing what I know; that Deck Seaman while hard working, probably keeps the entire Navy afloat. And my Boatswain's Mate existence, while grotesque and incomprehensible to you, paints ships. You don't want the truth because deep down in places you don't talk about at parties, you want me on that ship. You need me on that ship. We use words like line, marlinespike, fid. We use these words as the backbone of a life spent on ships. You use them as a punch line. I have neither the time nor the inclination to explain myself to a man who rises and sleeps under the blanket of the very seamanship that I provide, and then questions the manner in which I provide it! I would rather you just said "thank you" and went on your way, Otherwise, I suggest you pick up a helm and stand a watch. Either way, I don't give a damn what you think you are entitled to!



USS Cogswell DD-651 Association

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

Visit the website:

www.usscogswell.com

Email:

secretary@usscogswell.com

