

## Cogswell veterans descend on Rapid City, SD

A South Dakota welcome mat was rolled out for members, family and friends of the USS Cogswell DD-651 Association at the Rapid City, South Dakota reunion in October 2023.

The Best Western Ramkota Hotel proved to be a very good host for this reunion. We had a nice hospitality room and a separate room for the memorabilia exhibits. And later we had a wonderful banquet room for our closing night.

Registration opened on Tuesday, October 17 with raffle sales for a variety of wonderful, donated gifts continuing through the day. In addition to the normal raffle, a good portion of our remaining memorabilia collection was also up for auction during the reunion. Ship models, pictures, enlarged cruise book pictures and other items were available for the auction. As always Alice Lincoln and her crew did a great job in keeping everyone in drinks and snacks concluding on the first night with a wonderful dinner spread that filled everyone up without having to go out for dinner. (Con't Page 14)



Crazy Horse Sculpture

Nulli secundu

august 2023

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## Let good times roll in New Orleans

With the decision made to put together at least one more reunion all the information you need to book your reunion hotel and tours is included in this newsletter.

If you haven't been to New Orleans (or Naw'lins or Nar'leans as the locals call it) it is a wonderful and historic place to visit. Bourbon Street (the annual site of the most famous of the Mardi Gras celebrations in the world), St. Charles, Café Du Mond (the home of the beignet pastry), street performers, and so much more await visitors to this wonderful city.

We are also hoping to possibly visit our sister ship the museum Fletcher Class destroyer the USS Kidd DD-661 in Baton Rouge. See President's column for more details on that.

So we hope you book early and plan to come for what could be our final reunion. (Or not!)

# A message from President Frank Wille

## You asked for it, you got it!

As we prepared for the Rapid City reunion, we thought it could very likely be our final reunion. But, many members asked for “just one more” and the vote was pretty convincing. So, we agreed to a reunion in New Orleans so that we could visit the USS Kidd DD-661 and the museum adjacent to it.

We gave George the go ahead and he was able to find a nice hotel in downtown “Nar’leans”. Hope you can join us.

We’ve been in communications with the personnel of the Kidd museum and they are excited to work with us. The ship is scheduled for a dry dock session and the dates are somewhat uncertain but we’ll get to visit, if at all possible.

Remember, the Kidd museum is where we donated some of our artifacts (such as our commissioning pennant) so they can be preserved for the long term. Stay tuned as we learn the ship’s schedule.

The Rapid City reunion was quite nice. The city was a great host and the hotel worked to make us feel welcome. Someone was looking out for us because the next week was sub-zero temperatures and snow. The sea stories never ended. No wonder people wanted to have another reunion.

See you this Fall.

Frank Wille



Frank Wille, Zola Low, Lyna Low

## **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](mailto: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!

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## The Navy

To find us: You must be good

To catch us: You must be fast

To beat us: You must be kidding!

## **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](mailto:Secretary@usscogswell.com)

## Visit the Association Online

[www.usscogswell.com](http://www.usscogswell.com)

**FINANCIAL STATEMENT  
USS COGSWELL DD 651 ASSOCIATION  
August 1, 2023 - February 1, 2024**

**USS COGSWELL DD-651 ASSN  
FINANCIAL STATEMENT  
February 2024**

**Balance, August 2023 \$23,216**

**Income**

**Dues \$370**

**Donation \$75**

**Ships Store \$654**

**Reunion deposit \$3,238**

**Total income \$4,337**

**Expenses**

**Reunion Expenses \$4,587**

**Association Exp \$1,402 (includes newsletter)**

**Donations \$400**

**Ships Store \$383**

**Total expenses \$6,772**

**Balance, February 2024 \$20,781**

# USS COGSWELL ASSOCIATION

## DATABASE STATISTICS as of 02/10/2024

- Active = 157 ( paid dues are current) - 122 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 = 564 (members who have indicated they have no interest in the Cogswell Association)
- Deceased = 875 (known deceased shipmates)
- Not Located = 1711 (continues to be the largest number in database)

**New members— August 01, 2023—February 10, 2024**

Last Name	First	City	State	Years Aboard	Rank
HILTON	WILLIAM	TERRE HAUTE	IN	1964-1965	ETR3

**Known Deceased since February 01, 2022**

Last Name	First Name	City	St	Years Aboard	Rank
LADUE	GEOFFREY	SEQUIM	WA	1966-1969	MMFN
MOOG	DONALD	SAN DIEGO	CA	1966-1969	EMC
PIEJA	EUGENE	READING	PA	1959-1962	RD2
STEIGERWALT	LAMAR	CORVALLIS	MT	1960-1962	MM2
TITUS	LEROY	SOMERVILLE	TN	1956-1960	CSSN
VILD	CHARLES	CHADRON	OH	1955-1959	MM2
YOUNG	ALLEN	KENNETT	MO	1965-1966	RM3
YARBER	RICHARD	BILOXI	MS	1961-1964	MM2



# A letter from your editor

What a great time in Rapid City, South Dakota last October. Buffalos (technically Bison), Crazy Horse, Mount Rushmore and lots of good times in the hospitality room in the hotel.

We had such a good time we voted to do it again in New Orleans later this year. The details of that reunion and pictures of the last can be found in this newsletter. Just remember the more people, the more fun so please, if you can, make plans to join us at this next reunion.

Recently at work I was talking to another veteran (Army) about the relative quality of military food. In thinking back I remember we had it pretty good on the ship as far as food was concerned. Sure there were a few clunkers. I specifically remember a breakfast offering that involved corned beef hash with eggs broken (but unfortunately not well cooked) on top. But that was really an exception.

The one time I complained about a meal underway in the middle of the Pacific (this would have been on the USS Hoel DDG-13) the cook who had a rather nasty disposition chirped back at me: "If you don't like the food, feel free to go to the restaurant down the street." I shut up after that.

My Army friend was telling me about rations and field food and it was apparent we certainly had it better than they did.

In reminiscing, the meals I truly loved the best were mid-rats. Getting up for a midwatch was always made a little less difficult when you got to the mess deck and found some wonderful cold cuts, bread and soup waiting for you. It was slightly better when you got off the 8-12 watch because you knew after enjoying that meal you could hit the rack.

Some of the soups the cooks made were outstanding. We have a local restaurant here in our mid-Michigan area that is owned and operated by a former Navy cook. O'Malley's Galley is known for always having a fine selection of homemade soups. In talking to the owner one day he said he refined his soup making at sea.



Me and my family at the Rushmore Memorial

It's funny how memories sometimes come racing back. During my "Navy food talk" with my friend I remembered how we would line up on the deck (I believe port side) and work our way down a couple of ladders to the mess deck.

The food smell would be making its way up the ladder while we were making our way down. Grabbing a tray and then having the mess cooks plopping the food on our metal trays was always an adventure for me because I have this little quirk about not having my food touch other food on my plate. Nearly impossible when an angry sailor assigned to mess cooking tried to make sure everything was piled on top of everything else.

Then making your way into the mess deck and finding a bench and table to eat at was the next issue.

My own turn at mess cooking turned into a lucrative little thing for me. I was assigned a few times to set up the movies and make popcorn in the evening. I remember a couple times when the assembled movie audience "bribed" me enough that I went down into the reefer and brought up a five gallon container of ice cream. As I recall everyone chipped in a quarter to make that happen and I pocketed several dollars which was a king's ransom in those days.

So here's a salute to those wonderful Navy cooks who tried to take the edge off being at sea and away from Momma's cooking.

***In the event you'd like to extend your trip to New Orleans to include a cruise out of New Orleans on Saturday, October 19, 2024 feel free to email or call me (Jim Smith) at [jlsmediaservices@gmail.com](mailto:jlsmediaservices@gmail.com) or 810-338-3015 and I can give you details and who to call. Joan and I and members of our family are planning to depart on Saturday, October 19 on Royal Caribbean's Brilliance of the Seas for a weeklong cruise to Cozumel, Mexico; Georgetown, Grand Cayman and Progresso (Merida, Mexico) returning to New Orleans Saturday, October 26. We'd love to have you join us!***

# Items in the Cogswell Ship's Store



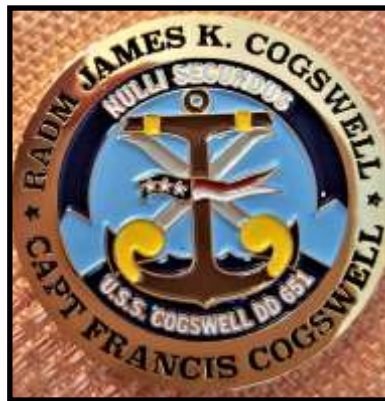
Embroidered cap (wear it for unexpected discounts at retailers)

## Missing a Cogswell sign you ordered?

If you ordered a metal Cogswell sign from Melissa Davis (probably at the last reunion) and did not yet receive it please contact Melissa at [melis-sadavis1031@yahoo.com](mailto:melis-sadavis1031@yahoo.com). Melissa accidentally lost the list of folks who ordered before she got them all mailed.



Carolyn Sessions models the Cogswell blanket.



Front 1



Front 2



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](mailto: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](mailto:Marge@precisionwoodcraftingok.com). Include an email and phone number in case they need to contact you.

11:00 AM 1/11/2024

**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](mailto: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



## LaMar M. Steigerwalt

LaMar M. Steigerwalt, who served aboard the USS Cogswell DD-651 from 1960-1962, died August 22, 2023 at his home in Corvallis, Montana. He was 81.

A member of the Cogswell Association he was a frequent attendee at ship reunions. He served as an MM2 during his Cogswell service.

Born September 17, 1941 in Lehigh, Pennsylvania, he was raised and lived most of his life near Ashfield, PA where he enjoyed hunting and tending to the family land with his tractor. He enjoyed riding his motorcycle with family and friends. His faith life began at Ben Salem Union Church.

He graduated from Lehigh High School in 1959. Following graduation he joined the U.S. Navy and was assigned to the USS Cogswell.

After his Navy service, LaMar met the love of his life, Carole, while working at Copley Discount on a blind date at the company Christmas party. The couple was married on August 8, 1964 in Bethlehem, PA in the chapel of Moravian College where LaMar was a student.

He graduated with a BS degree in accounting and became a CPA while working at Ernst and Ernst in Allentown, PA.

In 1972, he began a 20-year career at Merchants National Bank which included positions as Senior Vice President, Treasurer and Comptroller.

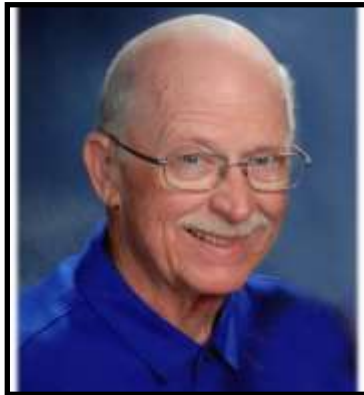
LaMar and Carole raised three daughters. He also served on the Palmerton Hospital Board and was active in the Allentown Lion's Club, eventually serving as President.

After retirement, the couple moved to western Montana near daughters Laura and Debra. Numerous camping adventures followed with the Good Sam's group. LaMar became known as the "leveler" of the propane stove. The couple made many new friends and enjoyed visits from friends and family for hunting trips in eastern Montana. LaMar and Carole enjoyed fishing in Canada, Lake Erie and throughout Montana.

He was preceded in death by his brother.

Survivors include his wife Carole, daughters Marla, Debra and Laura; 15 grandchildren, numerous great grandchildren, a niece and nephew.

A Celebration of Life was held September 16 at the First Presbyterian Church in Hamilton, Montana.



LaMar Steigerwalt

## Richard Wayne Yarber

Richard Wayne "Dick" Yarber, who served aboard the USS Cogswell DD-651 from 1961-1964, died August 12, 2023. He was 82.

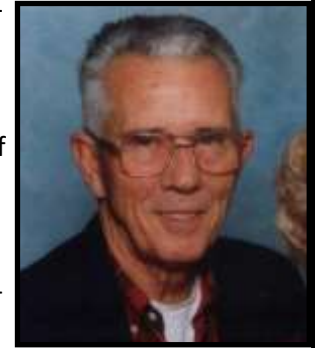
As well as his Navy service, Dick was also a proud veteran of the United States Air Force.

The son of Horace Yarber and Elizabeth Evangeline Tungate, Dick grew up in Shelbyville, Indiana. He was born December 18, 1940 and at the age of 20 enlisted in the United States Navy.

After serving in the Navy, he transferred to the Naval Reserve before joining the United States Air Force. He valued this service highly and attained the rank of E-8.

Dick is survived by his wife of 59 years, Beverly, his two children, Tammy and Todd; his five grandchildren; and five great-grandchildren.

A Celebration of Life service was held August 17, 2023 in Biloxi, Mississippi. Interment was at Biloxi National Cemetery. Memorials were requested to the Wounded Warrior Project.



Richard Wayne Yarber



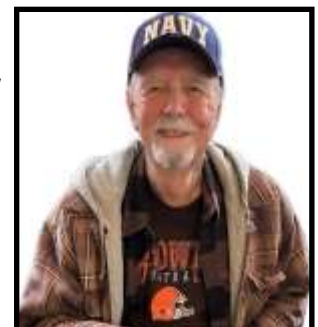
Yarber

## Charles Vild

Charles L. Vild, who served aboard the USS Cogswell DD-651 between 1955-1959, died January 7, 2024 in Ohio. He was 86.

Vild, who was not a member of the Association, served as an MM2.

Survivors include, his wife, Barbara; daughters, Tammie and Bonnie; two grandsons; and three great-grandchildren.



Charles Vild



# TAPS

(continued)



## Eugene C. Pieja

Eugene C. Pieja, who served on the USS Cogswell DD-651 between 1959-1962, died September 24, 2023 at his home in Exeter Township near Reading, Pennsylvania. He was 83.

Eugene was an RD2 in the Navy and a member of the Cogswell Association. He and his wife Pat attended several of the reunions.

Born in Reading, Eugene was a graduate of Central Catholic High School.

After the Navy, he was employed by Firestone, Reading Bone Fertilizer and Agway before his retirement.

He was a member of St. Peter Roman Catholic Church.

Survivors include his wife, Pat, daughter Kelly, two sons, Patrick and Sean; and seven grandchildren.

He was pre-deceased by seven siblings.

A Mass of Christian burial was celebrated on September 30, 2023. He was buried in St. Mary's Cemetery.



Eugene C. Pieja

## LeRoy Albert Titus

LeRoy Albert Titus, a crew member aboard the USS Cogswell DD-651 between 1956-1960, died October 24, 2023 in Somerville, Tennessee. He was 84,

Titus was a CS – culinary specialist – during his service. He was a life member of the USS Cogswell DD-651 Association.

Born in Liberty Grove, Wisconsin on March 24, 1939, he entered the U.S. Navy in June 1956 and was assigned to the Cogswell until his honorable discharge in 1960.



LeRoy Albert Titus

After the Navy he moved to the Chicago, Illinois area where he became a foreman for a chemical company. Seven years later he became a police officer near Chicago. Being in Chicago didn't change him from his Wisconsin roots and he was a Green Bay Packers fan.

In 1975, he moved to Fort Smith, Arkansas and was employed as credit manager for a large utility company. After his marriage to Sue Ollar on June 6, 1988 they moved to Memphis, Tennessee where he and his wife became local regional supervisors for an investment company based in California until their retirement in 2006.

After moving to Fayette County in 2007, Roy and his wife joined Oakland First Baptist Church where he was an active member for many years. He also worked at Wal-Mart for six years in Oakland.

Survivors include his wife Sue, two children, Scott and Treasi, two stepsons, Troy and Paul; nine grandchildren, three great-grandchildren and many nieces and nephews.

He was preceded in death by five brothers and two sisters.

Funeral services were held November 2, 2023 in Oakland. Military Honors were held in the West Tennessee Veterans Cemetery in Memphis. Suggested memorials were the Oakland First Baptist Church, 8695 U.S. Highway 64, Somerville, TN, 38068 or St. Jude Memorial Giving, 501 St. Jude Place, Memphis, TN 38105-9959.

## Allen Harrison Young (late obit)

Allen Harrison Young, who served aboard the USS Cogswell DD-651 from 1965-66, died June 28, 2021 at his home in Kennett, Missouri. He was 77.

Born in Leachville, Arkansas November 29, 1943, Allen served two tours of duty in Vietnam.

Survivors include his daughter, Chanda Jones, a grandson, a brother, a sister and longtime companion, Erma Jean Eubanks, as well as many family and friends.

He was preceded in death by a sister.

Funeral services were held July 3, 2021 in Kennett, Missouri. Burial was at Horner Cemetery in Hornersville, Missouri with Military Honors.



Allen Harrison Young





# TAPS



## Geoffrey Lynn LaDue

Geoffrey Lynn LaDue, who served aboard the USS Cogswell between 1965-1969, died October 2, 2023 at his home in Sequim, Washington. He was 76.

He was an MM3 aboard the Cogswell, he and his wife attended the Colorado Springs reunion.

Geoffrey was born December 9, 1946 in Devils Lake, North Dakota. According to his wife of 53 years Vera, he lived up to his birthplace.

“There wasn’t a day that went by that he was not thinking of something that was absolutely mind bending,” Vera wrote. “He made my life so enjoyable and everyone else he interacted with.”

Geoff served in the U.S. Navy during Vietnam and with the U.S. Army during Desert Shield and Storm. His wife said he switched to the Army after getting a degree because the Navy wanted him back in the bottom of the ship. “He passed on that,” she said.

After retirement from the Army he worked many interesting jobs and finally retired from the Army and Air Force Exchange Service (AAFES).



Geoffrey Lynn LaDue

In addition to his wife, he is survived by daughter, Antoinette LaDue; son, Anthony Campbell; two grandchildren and two great grandchildren.

“He was a wonderful father and husband, which they don’t make anymore,” Vera said. She said she will continue to wear Geoffrey’s USS Cogswell sweatshirt with honors.



Geoffrey Lynn LaDue

## Donald Keith Moog (late obit)

Donald Keith Moog, who served on the USS Cogswell DD-651 from 1966-1969 died March 1, 2022. I just found out that Don Moog passed away on March 01, 2022 in San Diego. He was 89.

Don was an EMC during his time on the Cogswell and one of the three musketeers made up of Chiefs Blaine, Burns and Moog.

A life member of the USS Cogswell DD-651 Association, Don and his partner attended a number of ship reunions, the last one in Tucson in 2011.

Unfortunately, a formal obituary was not available, but a number of his shipmates wrote about him after learning the news. It is known that he was born December 9, 1932.

“So sorry to hear about Chief Moog,” said Bob Gill (IC2). “I remember him well when I was aboard in 1967-68 during the Vietnam War in the Tonkin Gulf.

Bruce Hulbert (Captain, retired), who was weapons officer (1967-69) during the time Moog was on the ship remembered the trio of chiefs.

“I remember them well,” Bruce said. “Sorry to hear the news.”

Ron Riley, a Ltjg on the Cogswell from 1967-69, also fondly remembered Don.

“I cannot count the number of times Chief Moog saved my butt,” Ron said. “Most of them involved advising me on how to deal with personal problems created by young men in the division. He was a tough guy, but just like (the other chiefs), he had a big heart. I was very lucky to have the opportunity to work with Chief Moog and Chief Blaine. They taught me so much.”

Another officer, Dick Forbrich, (Ltjg 1967-68) also remembered a story about Chief Moog.

“If I remember correctly, once as we put to sea and were past Point Loma, his department assembled on the fantail,” Forbrich said. “One of the seamen asked, ‘Chief, now that we are at sea can we grow a beard?’ His response was, “Yes, but not on my watch. A great chief.”



Donald Keith Moog



## First U.S. Destroyer sunk in enemy action

# Jacob Jones' ship's bell recovered from Atlantic Ocean 106 years after sinking

A bell from the USS Jacob Jones DD-61 was retrieved from the bottom of the Atlantic Ocean more than 106 years after the ship was sunk by a German U-Boat during World War I.

The Jacob Jones was the first U.S. destroyer sunk in enemy action.

Laid down in August 1914 and put into service the Jones was put into action protecting the English coastline during the war.

A torpedo from U-53 sent the ship to the bottom in just 8 minutes taking the lives of 66 sailors with her. The German submarine commander Kapitanleutnant Hans Rose picked up two badly injured Jones crewmen aboard his submarine and then radioed the U.S. Naval base in Queenstown with the coordinates for the survivors still in the water. In giving the coordinates, Rose asked for an hour to clear the area. The two sailors rescued by the sub survived the war.

The crew of the Jones spotted the German torpedo coming at them from 1,000 yards away but the ship sank so quickly there was not time to send a distress signal.

At the time of the sinking the ship was steaming by itself in the Atlantic a couple dozen miles from Bishop Rock, off the southwest coast of Britain, apparently unaware that it was being stalked by an enemy submarine.

The date of the sinking was December 6, 1917, just eight months after the U.S. entered World War I. It was just after 4 p.m.

The destroyer's crew spotted it streaking toward them, occasionally breaking the surface as it closed in. Officers ordered full speed ahead and turned the ship hard to try to get out of the way. Lt. Cmdr. David W. Bagley, the skipper, later reported:

*"The torpedo ... jumped clear of the water at a short distance from the ship, submerged fifty or sixty feet from the ship and struck approximately three feet below the waterline. ...*

*I attempted to send out an "S.O.S." message by radio, but the mainmast was carried away, antennae falling and all electric power failed. ...*

*The ship sank about 4:29 p.m. (about eight minutes after being torpedoed). As I saw her settling rapidly, I ran along the deck and ordered everybody I saw to jump overboard.*

*The ship sank stern first and [twisted] slowly through nearly 180 degrees as she swung upright. From this nearly vertical [position], bow in the air ... she went straight down."*

The frigid water was soon filled with American sailors struggling to survive.

Many of the 110 men on the ship had been killed when the torpedo exploded. Others were trapped below deck and went down with the wreckage. Some were pulled under by the suction of the sinking vessel. Still others died of exposure on life rafts and their bodies were dropped into the ocean, Bagley reported.

Earlier in the war the destroyer rescued survivors of several ships and more than 300 survivors from the sunken armed merchant cruiser Orama.

In a bit of irony, U-53 had been steered into the Newport, R.I. harbor by Rose for an unannounced visit in the summer of 1916 before the U.S. entered the war. While in port with his U-boat, Rose paid courtesy calls to Navy officials and hosted visitors aboard his submarine. A photo was taken of the occasion. One of the other ships in the harbor that day was the USS Jacob Jones.

Rose concluded his service with a total of 91 ships sunk or damaged and he earned The Pour le Merite decoration, also called the Blue Max for gallantry.

The shipwreck was found in 2022 by a British dive team. **(Continued on Page 13)**



Bell from the USS Jacob Jones DD-61 in 400 feet of water



**(Con't from page 12)** Last month, at the behest of the Naval History and Heritage Command in Washington, a British government diving unit retrieved the ship's bell from the wreck, almost 400 feet below the water's surface, where it had rested for more than a century.

Plans are to return the bell to the command at the Washington Navy Yard as soon as this spring. It will go to the command's underwater archaeology lab for conservation.

"We've been told the clapper is still in place," and that the bell rang during handling, Alexis Catsambis, head of the Underwater Archaeology Branch, said last week.

The British Defense Ministry's Salvage and Marine Operations raised the bell — which still bears the imprints "Jacob Jones" and "1915" — on Jan. 15 with the grabbing arm of an underwater robot, the ministry and the history command said.

"The ship is a war grave," retired Rear Adm. Samuel J. Cox, director of the history command, said on Feb. 12.



**U-53 and its crew on a visit to Newport, R.I in 1916**

"This is just an opportunity to remember the sacrifice of those sailors."

"What they did escorting the convoys is basically what won the war," he said, referring to U.S. ships that helped guard cargo vessels loaded with goods for U.S. allies in Europe.

The 80-pound brass bell was on its side when the divers first spotted it in the dark water. "We flipped it upright so we could read the name and confirm the identity," he said.

The divers filmed and photographed the discovery, and garnered extensive publicity. Cox praised the Darkstar team for its care but was alarmed by all the attention. The Navy usually does not disturb a wreck site, he said, but this case was unusual.

"The bell was laying out there and had this kind of 'take me' stamped on it," Cox said. "Just about every wreck from World War I, World War II [in waters around Britain] has had anything valuable stripped from it."

"Bronze, brass, especially," he said. "It's gone."

He added, "We didn't want to take the chance of someone running off with the bell."



**USS Jacob Jones DD-61**

The bell is in the custody of Wessex Archaeology in Salisbury, England, about 90 miles southwest of London, awaiting its return to the United States.

In a second ironic twist, after World War I, a second destroyer named Jacob Jones DD-130 was built at the same New Jersey ship yard. During World War II, it conducted scout and escort duties similar to its namesake a generation before.

At dawn on Feb. 28, 1942, according to the Navy, it was torpedoed and sunk by a German U-boat off the coast of Delaware.

A VFW Post in Dedham, Massachusetts is named for the ship.

**( Information from Naval websites, Wikipedia and Washington Post reporter Michael Ruane are used in this story).**



**The surviving crew members of USS Jacob Jones DD-61 (See photo at right)**

**(Continued from Page 1)** We welcomed one first-time reunion attendee and ended up with about 50 people at the reunion.

The reunion opened with Frank Wille welcoming all to the Association's 19<sup>th</sup> reunion. Mack Stringfield did the solemn honor of explaining the Missing Man's Table that is a fixture at all our reunions. Sea stories commenced following the opening meeting which included a welcome from hotel staff.

Day 2 of the reunion was an eventful one. To provide the best economy for our members we hired a local ski tour bus company, the owner was a veteran himself, to talk us to the high spots in the area around Rapid City.

The converted school bus provided a memorable ride to the day's attractions. First stop was at the Mount Rushmore Memorial. Because the tour bus did not include a narrated guide, the first attraction was narrated by Reunion organizer George Overman who did a great job of giving the history of the monument that includes the granite carvings of Presidents George Washington, Abraham Lincoln, Thomas Jefferson and Theodore Roosevelt.

Although the morning was windy and little blustery everyone seemed to have a good time observing close up this wonder of American achievement.



**Exploring Downtown Rapid City, South Dakota**

Next stop was the Crazy Horse Monument which is a complement to the Rushmore carvings. The ongoing work on the mountain is progressing slowly but we did get a chance to see some of the work that is ongoing on Crazy Horse's arm.

Most wished we could have had more time at the monuments, but we did get to at least sample these two impressive me-



**Our tour ride**

morials. Next on the tour stops was Custer State Wildlife Loop.

This area is home to a variety of wild creatures, including bison, antelope and wild sheep, coyotes, deer, elk and much more. Being in an old school bus had a little bit of a disadvantage as it was not particularly air tight and when we hit a dirt road in the park we had to fight off a little interior dust storm.



**Speaker Blaine Kortemeyer**

But we did get to see a number of bison, sheep and antelope and one minor traffic accident, fortunately not involving our bus.

Back at the hotel, it was time for dinner on our own - many folks ate in the hotel restaurant - or availed themselves of the snack spread put out by Alice. Another night of beer and sea stories commenced.

The final day of the reunion, Thursday, October 19, 2023, started out with breakfast, a short business meeting and then everyone had the opportunity to explore the area on their own.

At the meeting it was decided that at least one more reunion be planned - potentially in New Orleans so we might visit our sister ship, the USS Kidd. We also voted to donate \$200 to the USS Kidd Veterans Museum.

A number of folks went to Deadwood - the final home and resting place of Wild Bill Hickok and Calamity Jane. Others headed to other attractions like Wall Drug, the Badlands and Sturgis, the home of the annual motorcycle rally. Others stayed behind and enjoyed more story telling. **(Continued on Page 15)**



**Mount Rushmore**

**(Continued from Page 14)** The closing night program included picture taking, a fine dinner, the always poignant necrology which was expertly put together by George Overman followed by a wonderful speaker.

This year's speaker was Blaine Kortemeyer, assistant chief of interpretation and education at Mount Rushmore National Memorial.

Ranger Kortemeyer showed some of his incredible photos of his work on the faces of the Rushmore monument. Kortemeyer is one of the few members of the "Rope Team," a group of park employees who work over the edge of the mountain and on the faces of the monument who monitor cracks in the sculptures.

He also described the efforts made to fill cracks and keep the sculptures intact for the ages.

The 24-year veteran at Rushmore showed some incredible photos taken of the monument from his close up visits to the faces.

And all too quickly it was time to say good-bye to shipmates and Rapid City. In addition to the consumption of a moderate amount of beer, the renewing of old friendships, the exploration of a historic area, a great time was had by all.



**Group photo USS  
Cogswell DD-651  
Association at  
Rapid City, South  
Dakota reunion**

### **An oldie, but goodie story**

## **Walt Dziedzic nearly sinks his own minesweeper**

At the USS Cogswell's Branson reunion, Walt Dziedzic shared a story about an incident involving his 1968 Minesweeper command in Vietnam. This is reprinted from a Scuttlebutt article many years ago.

LCDR Dziedzic had just moored his minesweeper (MSO) to a pier in Danang with a mere 6" of water under the keel.

In his own words: As the sun was setting, we received a message stating that the NVA sappers had declared their intention to sink a US ship that night!

Well, it wasn't gonna be MINE! I posted sentries with M-16s and concussion grenades, and gave them two orders only: (1) If you see bubbles looking like SCUBA bubbles, throw in a grenade; and (2) If you see anyBODY in the water, shoot them and we'll sort out who they were later. Then, safe in the knowledge that I had good guys on watch, I proceeded to the club!

Later, I returned to the ship and, as I crossed the brow, a sentry called to me, "Cap'n, cap'n, are those SCUBA bubbles?" Now, Danang has a "gassy bottom" and there are always some bubbles rising, BUT, caught up in the moment, I said, "Gimmee a grenade" which he did; I then proceeded to DROP it alongside the skin of the ship rather than toss it clear.

KAFREAKIN'-BOOM!!! I immediately thought I had holed the ship (MSOs are wooden hulled)! As personnel began coming on deck to see what the explosion was all about, I was organizing a "Chinese Fire Drill": "Get below and look for a hole"... . . . "Start the bilge pumps". . . . "Find and stop the leak"

As training and organization began to take over from chaos, the Vietnamese from a ship moored on the other side of the pier started coming over to see what the crazy Americans were now doing. As they were looking down at the water, the fish that the grenade had killed began rising to the surface.

Seeing the fish, the Vietnamese began stripping to the waist and diving into the water to retrieve many good future meals. Suddenly, over my shoulder, I heard the unmistakable sound of a round being cycled into an M-16: One of my sentries had just remembered Order #2! I knocked his weapon up and began shouting, "Don't shoot" to both sentries.

Normalcy slowly returned to the area: The ship was not damaged, nobody was harmed and only my laundrymen and I know the extent of my panic! All I could envision were the newspaper headlines, "Navy officer sinks own ship, kills friendly forces; court martial to follow"! To repeat someone's quote, "War is Hell"!



# Former EM wows Texas crowd with family chili

Cogswell chili took first place at the annual Chili Cook-Off at Lake Cherokee in Texas.

The fund-raiser for the Preservation Club on the private lake drew 11 teams including the one put together by our own Selena and Buddy Simmermann and, of course, the legendary Gale Sessions (1964-1967).



Proud chili trophy

Gale, Buddy, Gale and Carolyn Sessions all live on the small lake.

The Cogswell Destroyer Chili took first place among the teams. It was the first time the family participated in the cook-off.

Held on Veteran's Day 2023, (November 11) participants and consumers alike thought it was very cool to be served by a veteran on that particular day, Selena said.

"Buddy and I decided we would honor Dad, the Cogswell crew and all veterans by naming our team as we did," Selena said. "They all thanked him for his service."

In addition to the chili, Selena, head of our ship's store, decorated the Cogswell tent with pictures and memorabilia of the ship.

"We even had little American flag toothpicks stuck into the top of Styrofoam cups to set ours apart from the other teams," Selena said.



Gale serving one of the admirers

Selena said her recipe has been honed over years of cook and includes hamburger meat, chili powder, cayenne pepper, garlic powder, minced onions, paprika, salt, black pepper, red pepper, white pepper, cumin, turmeric, tomato sauce and stewed tomatoes.

Because each batch is individually cooked to taste and heat, Selena said each batch varies as she doesn't measure the contents but seasons to taste.

"It depends on who I am making it for," she said. "We all had a great day and Dad really enjoyed the day and all the attention given to him," Selena said. "Now we have to defend our crown!"



A salute to great Cogswell chili



Buddy Simmermann, Gale Sessions and Selena Simmermann showing off the first place "Judge's

**Editor's Note: Cogswell chili sounds like something that would be a great addition to our opening night food spread. Are you all with me on this!**



New Orleans Louisiana  
Tuesday Oct. 15—Thursday Oct. 17, 2024  
Astor Crowne Plaza  
739 Canal Street @ Bourbon Street  
New Orleans, LA 70130  
www.astorneworleans.com

We have booked both traditional double queen, and single king bed rooms. The hotel is completely non-smoking. The group rate is \$99 per night plus tax.

In addition;

- Group rate honored 3 days pre/post blocked dates.
- Daily check-in time is after 4:00 pm and check-out time is 11:00 am
- All rates are based on 2 people in King or up to 4 people in double queen occupancy in each room
- Individual room cancellations may be made 72 hours prior to check-in without occurring a cancellation charge.
- Complimentary use of outdoor pool and 24 hour fitness center.
- Self parking is \$25/day and valet parking is available for \$49/day (current prices) (SEE ARTICLE ON PARKING—PAGE 20)
- All rooms in the room block will be released 30 days prior to the reunion

RESERVATION METHOD: <https://book.passkey.com/e/50737669> (control click) or by providing the group name, **USS Cogswell DD-651**, individuals will also be able to make reservations by calling **1-877-408-9661** a toll free number 24/7.





## WEDNESDAY OCTOBER 16 (TBD)

Wednesday October 16 is tentatively scheduled for a trip to Baton Rouge to visit the USS Kidd DD661 and Veteran's Museum. Unfortunately the status of the Kidd at that time is not defined as they are scheduling time in drydock for repairs and upgrades to the hull. Frank Wille had a discussion with the Executive Director, Parks Stephenson.

“The ship will undergo an overhaul to repair rusted areas and become more seaworthy. They have some saved money and the state has kicked in so the overhaul is a GO. What they don't know is which shipyard and when it will take place. They have several options with two of them being about an hour from New Orleans. No bids have yet been placed. The river level will again impact where the ship can travel. The outcome of this is: they don't know where the ship will be during the time frame of our reunion. Plus, they will use the time to do renovations on the museum which is in Baton Rouge. It may, or may not, be available to tour.”

We should know something by summer 2024. If the ship will be available during our reunion period we will get signup forms out immediately. No money will be collected for the tour at this time. If the ship appears it will not be available October 16 will be a day on your own.



### **DINNER BUFFET \$50**

**INCLUDES FRESHLY BREWED REGULAR AND DECAFFEINATED COFFEE,  
A SELECTION OF HOT SPECIALTY TEAS**

**CHEF'S SELECTION OF VEGETABLE AND STARCH,  
ROLLS & BUTTER**

**SALAD:  
HOUSE MIXED GREENS SALAD**

**ENTREES:  
CHICKEN PARMESAN  
FLANK STEAK**

**DESSERT:  
CARROT CAKE**



# NEW ORLEANS LA REUNION PLAN OF THE DAY

(Subject to change)

Tuesday, October 15, 2024

- 0930 USS COGSWELL DD-651 ASSOCIATION registration begins in hospitality room (Toulouse)
- 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 a beer & wine reception provided by hotel
- 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 16, 2024

- 0730 Hospitality room opens. Breakfast can be purchased in hotel restaurant
- 0900 Tour (TBD) or day on your own.
- 1635 Hospitality room open for sea stories
- 1700 Restaurant & Lounge open for dinner on your own

Thursday, October 17, 2024

- 0730 Hospitality room opens. Breakfast can be purchased in hotel restaurant
- 0900 Cogswell Association business meeting and election of new committee members in the hospitality room
- 1000 Time approximate—day on your own. Hop On Hop Off bus tours stop approximately two blocks from hotel
- 1630 Hors devourers available in hospitality room
- 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 18, 2024

- 0800 Final farewells in the lobby or restaurant as the USS COGSWELL DD-651 ASSOCIATION reunion is closed.

## Parking Instructions for New Orleans

From the hotel; this is the process for self-parking in the lot used by said hotel which is approximately 2.5 blocks away. As mentioned here later, there are other parking garages closer to the hotel on Iberville Street behind the hotel. Look at google maps.

*"I have spoken to valet management and the best way to proceed for the guest's requiring transportation is to inform the valet attendant of the following:*

*Group's name (USS Cogswell)*

*That he/she is self-parking at our garage and needs to be connected to the manager on duty regarding transportation back to the hotel.*

*The valet attendant will contact the MOD, Vernon, who is fully aware.*

*I do have to point out that this is a courtesy, not something we typically offer to hotel guests for various reasons. Vernon only asks, if possible, that information added to the flyer is informative but not "promoting" the service. Perhaps something along the lines of, "After checking into the hotel, please inform the valet attendant on duty that you would like to speak to the parking manager on duty to request further accommodations."*

*Two more things to note:*

*There are other garages less than 1 - 1.5 that also offer self-parking. Just to point out that ours is not the only one in case you want me to help find out rates.*

***Our valet management has asked to please emphasis bags should be checked in with our bell staff and not with the person when on the cart."***



The parking garage that the hotel uses is at 145 Roosevelt Way, New Orleans, LA 70130. There is a sign at the entrance that says max clearance 6' 4" but according to the hotel that is for floors two and higher. The first floor has a clearance of 9'. You can see trucks here parked on 1<sup>st</sup> floor.

**Editor's Note:** In searching the area around the hotel we found at least two garages closer than the one used by the hotel (see above). Both are more expensive and don't offer a shuttle service. SP+ Parking garage at 811 Iberville Street offers 24-hour parking at \$36. The second lot is Premium Parking at 716 Iberville Street for \$40 for 24-hour parking. Both are within 2 minutes walking time to the hotel. The lot used by the hotel is about a six minute walk. As time gets closer we'll check and see if either of them will offer a better group price for us.



From President Frank Wille: At the Rapid City reunion, the Association voted to donate \$200 to the USS Kidd Veterans Museum. We received this thank you letter from them. They are a sister ship (Fletcher class) where we sent much of our memorabilia for the museum. We hope to visit the ship at our next reunion.



## USS KIDD VETERANS MUSEUM

November 10, 2023

USS Cogswell DD 651  
Mr. Frank Wille  
11614 Hazelnut Ct.  
Oregon City, OR 97045-6750  
United States

Dear Frank,

On behalf of the USS KIDD crew, I want to thank you and the COGSWELL crew for your support of the USS KIDD Veterans Museum. Your recent \$200.00 donation, along with your previous donations of volunteers and artefacts, has been, and continues to be, much appreciated. We are honored to remain as a physical link to our shared "tin can" legacy and welcome your group aboard at any time.

Sister ships share a special bond and we take our survival as one of the few remaining Fletcher-class destroyers seriously. As long as you stand with us, we will continue to maintain the legacy and the memories of that special class of ships and destroyermen. We will continue to serve the public through education programs, museum exhibits, special events, and more. As you know, USS KIDD will be going into an overhaul period next year and your donation will go directly to our maintenance crew so that they can seal up corrosion holes in the deck and superstructure and to restore watertight integrity throughout the ship in preparation for the tow to the shipyard and eventual re-painting.

The goal in the upcoming overhaul period is to use every dollar raised to help ensure the your sister ship's survivability for at least another generation. Your contribution will be used as a direct investment in our efforts to realize that goal.

Thank you again for helping keep USS KIDD afloat and through us, the memories of the USS COGSWELL.

Sincerely,

A handwritten signature in black ink, appearing to read 'Parks Stephenson'. The signature is fluid and cursive.

Parks Stephenson, LCDR USN (Ret.)  
Executive Director  
USS KIDD Veterans Museum

USS KIDD Veterans Museum, a National Historic Landmark  
305 South River Road, Baton Rouge, LA 70802-6220

## 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](http://destroyers.org) or For more information on any event, see The Tin Can Sailor newspaper or call the office at (508) 677-0515.

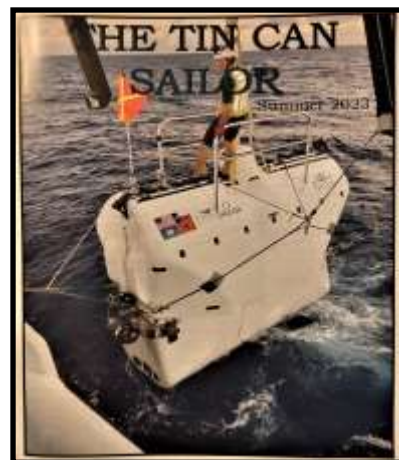


## TCS appeals for donations to help with museum ships

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](mailto: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](http://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



# USS Cogswell DD-651 Association

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

**Visit the website:**  
[www.usscogswell.com](http://www.usscogswell.com)

**Email:**  
[secretary@usscogswell.com](mailto:secretary@usscogswell.com)

