



Since 1995, former Cogswell sailors have gathered 19 times in cities around the country. The New Orleans’ reunion will be the 20th and hopefully not the last reunion of our group.

Only one city was a repeat – San Diego – once in 1999 and again in 2014.

The USS Cogswell DD-651 Association has been blessed by having dedicated in house members who were willing to scout, plan and host these various reunions.

The actual first reunion took place in New York shortly after the war, but before there was an official Cogswell association.

In addition to providing rich opportunities for shipmates to gather and share favorite sea stories, the varied destinations have provided an opportunity for all of us to experience and enjoy the best of so many American cities.

The coming October 2024 reunion in New Orleans will be the second in the State of Louisiana. The first was in Baton Rouge in 1998, the Association’s second reunion.
(Continued on Page 21)



Mine tour Bisbee, Arizona Oct. 2011

<u>Nulli secundus</u>		<u>august 2023</u>	
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Come join us in New Orleans

There is still time to make plans to join the USS Cogswell DD-651 Association in New Orleans this October. All the information you need is included in this newsletter. We continue to work on tour possibilities as the planned USS Kidd DD-561 tour is now not possible. (See page ??)

We do expect to have a representative of the ship/museum at our banquet as the main speaker.

None of us are getting younger and the potential for this to be our last formal reunion is fairly large.

Especially if you have not made a reunion previously this would be a great one to come to. Besides we could use a few new sea stories in the hospitality room.

A message from President 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

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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Director/Ship's

Store:

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What they say:

Join the Navy and see the World.

What they don't say:

70 percent of the World is water.

Well, they didn't lie.

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, 2024—August 1, 2024

Balance, February 2024	\$20,781
Income	
Dues	160
Donation	70
Reunion deposit	2,050
Total income	2,280
Expenses	
Association Expenses	554 (includes newsletter)
Total expenses	554
Balance, August 2024	\$22,507

USS COGSWELL ASSOCIATION

DATABASE STATISTICS as of 08/01/2024

- Active = 153 (paid dues are current) - 120 Life Members
- Inactive = 2 (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 = 877 (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
N/A					

Known Deceased since February 01, 2024

Last Name	First Name	City	St	Years Aboard	Rank
FOSTER	JACK	LAKEWOOD	CO	1954-1955	DK2
PRITCHYK	JOHN	MYRTLE BEACH	SC	1945	SK3

A letter from your editor

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 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!



Me and my family at the Rushmore Memorial

Items in the Cogswell Ship's Store



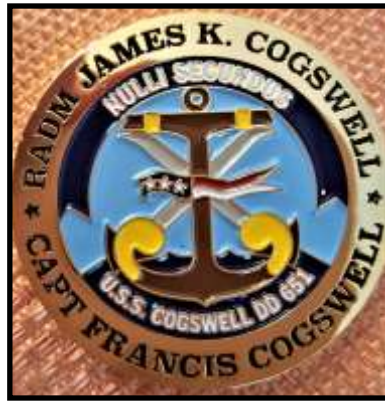
Embroidered cap (wear it for unexpected discounts at retailers)

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. 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 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

\$550.00 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.

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 website 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



Jack L. Foster

Jack L. Foster, who served on the USS Cogswell DD-651 as a DK 2 1954-55, died July 2, 2024 in Lakewood, Colorado. He was 91.

Born May 28, 1933 in Kingfisher, Oklahoma, Jack joined the Navy after high school. In addition to the Cogswell, Jack served aboard the USS Hugh Purvis DD-709 and the USS Fessenden DE-142. His skill with numbers landed him a rate of disbursing clerk.

His service aboard the Cogswell included patrols of the Tawain Strait.

After the service Jack received a bachelor's degree in geology from Oklahoma State University and a master's in mathematics from the University of Central Oklahoma. During his lifetime he was a geologist, teacher, rancher and farmer.

He loved the outdoors and became a skilled hunter and fisherman. He loved to read novels and his local newspaper.

He and his wife Darlene attended a number of Cogswell reunions and helped with the planning of the Colorado Springs reunion.

Jack was a loving husband and father and will be greatly missed by his family and friends.



SA Jack Foster

He is survived by his wife, Darlene, his daughters Judy Ann Prescott, of Albuquerque, New Mexico and Jill Lynn Maguire of Austin, Texas. The couple has two grandsons.



Jack L. Foster

John Pritchyk

John Pritchyk, A World War II crew member of the USS Cogswell DD-651, died Father's Day, June 16, 2024 surrounded by his family in Myrtle Beach, South Carolina. He was 97.

Following his high school graduation in 1945, John joined the Navy and joined the crew of the Cogswell. He was an SK3 aboard. John was a member of the USS Cogswell DD-651 Association.

John was born in Old Forge, South Carolina. His wife of 71 years, Irene, died June 5, 2022.

His civilian career was as a mason and plasterer in the construction industry. His work ethic and skill were admired by everyone who knew him as he took great pride in his craft.

Following his retirement he became well known throughout the country in the collectible trading card business. When he stopped attending card shows he learned how to use the computer and began selling on Ebay up until he died.

In Myrtle Beach, John became involved in the community's Bocce Club as a champion player and enjoyed watching his son and neighbors play pickleball.

He was a faithful and lifelong member of St. Michael's Orthodox Church in Old Forge. He will be remembered as a devoted husband, father, grandfather and great grandfather.

Survivors include a daughter, Carolyn, two sons, John and David, three grandchildren and a great grandchild.

John's funeral was held at St. Michael Orthodox Church in Old Forge. Interment with military honors was held in the parish's cemetery.



John Pritchyk

Editor's note: Following the death of Derald Schliebe (See obit in the August 2022 Scuttlebutt) the USS Cogswell DD-651 Association received a note from Derald's wife Evelyn. In addition to signing up for a lifetime membership, Evelyn enclosed a donation check to the Association. Her note read: "Hope all is well with you and CREW of the Cogswell! It's been 70 years since Derald served—he was grateful to be a sailor. He did not brag but kept it close to his heart. The life he lived was of honorable service wherever it took him. God bless all the sailors everywhere! Sincerely, Evelyn Schiebe.

Jerry Gross, who served aboard the USS Cogswell DD-651 1966-68 remembers an incident that caused a change in how fire drills were conducted on the ship.

While walking past the after steering an officer walking past him informed Jerry he saw sparks coming from the compartment. Reacting, Jerry dogged down the hatch and quickly went to find a phone to report the fire.

Before he got out of range he heard someone rapping on the inside of the hatch where the fire was. As it turned out Jerry had locked another officer inside with "the fire."

"The Captain wasn't happy and from then on we didn't have fire drills with actual smoke," Jerry said.

Jerry and his wife Donna have been faithful attendees at many Cogswell reunions and plan on making the one in New Orleans.

A 1965 graduate of Troy (Ohio) High School, Jerry met Donna at a high school dance at her high school (Miami East) in the fall of 1964 while he was a senior and she was a junior and they dated through their high school years.

Shortly after his graduation, Jerry received his "We Want You" letter from Uncle Sam and he enlisted in the Navy. Before leaving for boot camp he and Donna were engaged.

Jerry's only recollection of boot camp was falling asleep while swabbing the mess deck.

After boot camp he reported to the Cogswell on June 26, 1966 in San Diego and left for a West Pac cruise on November 9, 1966. When the ship returned to San Diego he caught a flight to Ft. Lauderdale, Florida, where Donna and her parents lived and the couple drove to Ohio so they could be married at home in Dayton, Ohio on June 10, 1967.



Jerry and Donna post boot camp



Jerry Gross on the 1966-67 West Pac

After the wedding, the family loaded the 1957 Plymouth that Donna's Dad bought for them with all their possessions and drove to San Diego. The car had decorated with white shoe polish that said "Just Suckered In," on the trunk lid.

"That shoe polish didn't come out for years," Jerry said. The couple has been married 57 years.

Jerry was transferred to the USS Bainbridge CGN-25 and mustered out in 1969. The couple moved home to Troy, Ohio.

Jerry trained as a millwright at Hobart Brothers Company, a skill that served him well over the years working at another Hobart company that made commercial dishwashers and mixers. Tired of the cold and snow of the north, Jerry and Donna moved to Ft. Lauderdale, Florida.

There he continued working as a millwright at Florida Power and Light. He also worked at American Cyanamid and International Paper as a millwright. After three years there Jerry, Donna and their two young sons moved to Jay, Florida in 1981 and purchased 30 acres where they continue to live.

At one time those 30 acres had cows, pigs, dogs, cats and chickens. Today all that remains are the chickens. **(Continued next page)**

(Continued from previous page) After retirement the couple bought a motor home and traveled and lived with for a time, seeing nearly every state with favorite stops in Yellowstone National Park, Grand Canyon and Four Corners. Jerry's Parkinson's cut the travels short but they enjoyed the trips they had including a very favorite cruise to Alaska and two trips to Hawaii.

The Gross's two sons Howard, born in 1970, and Jerry Lee Jr. born in 1971. Howard kept the Navy tradition alive by enlisting after graduating from Alabama Aviation and serving on the USS Carl Vinson and the USS Constellation. Howard and his wife, Alisen, moved to Florida in 2004 and live in a house on family property. The couple's son, Tylor, Jerry and Donna's grandson died in 2002 when he was only 7 ½ years old. He is buried in Romona, California.



Jerry and Donna on their 50th anniversary

Jerry Jr., attended college at West Florida University in Pensacola and is an accountant in that city. His wife is also name Donna, so there are matching sets of Jerry and Donna's in the family.

"They have a daughter named Gabriella who is 14 going on 21," Jerry said.

During both his service on the Cogswell and Bainbridge, Jerry and Donna lived in the same apartment in Vallejo while the ships were in Mare Island.

"I don't remember if we could see the Cogswell, but we could see the Bainbridge," Jerry said. "I would go up to the bridge and look through 'the big eyes' and Donna would come outside with the binoculars and we would wave at each other. Our landlord and his sister got a chuckle out of that."

Jerry remembers bringing shipmate George Fletcher to the couple's apartment in Vallejo for dinner. George was homesick for his wife and child so they had fried chicken and all the fixings. George was a big drinker. After grabbing a few chicken legs from the fridge, Jerry strug-

gled to get George in the car.

Back at the Cogswell, Jerry pointed him in the direction of the Cogswell but he turned and headed across the dock to another ship. The OD from that ship came out, stopped him and helped him get back to the Cogswell.



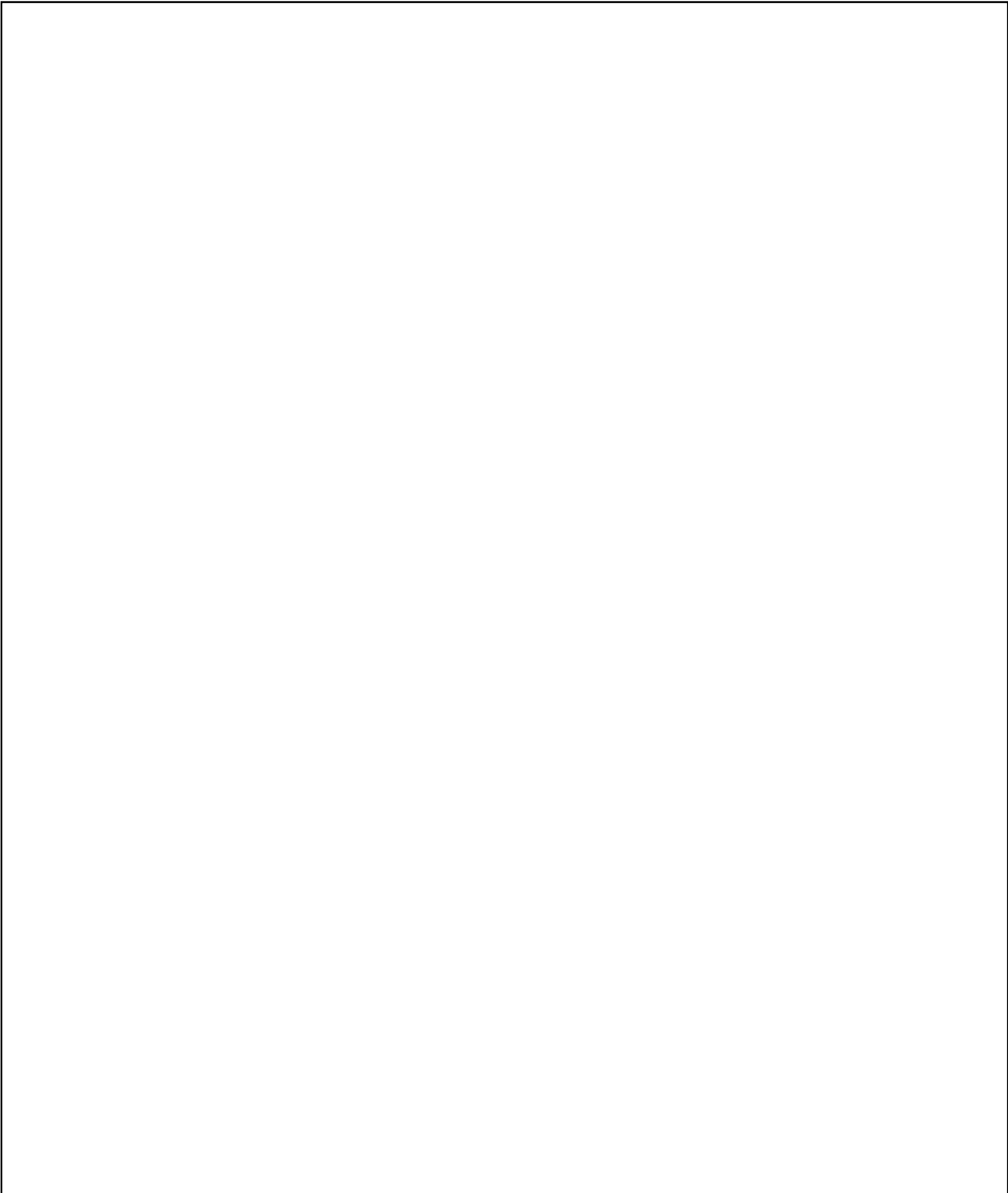
Jerry and Donna wedding June 10, 1967

**ONCE UPON A TIME
I WAS SWEET
AND INNOCENT,
AND THEN
NAVY HAPPENED**

**Disneyland has rides, but the
Navy has Awesome Rides !!**



A GOOD DAY AT SEA



A rich history awaits visitors to unique city

The rich human history of New Orleans goes back at least two millennia beginning with native populations until today where it continues as a rich trade port, but also as a center for a unique culture, traditions and tourism.

There is a library of books on the history and significance of New Orleans to the history of American, but here is the Reader's Digest version.

It's unique location at the base of the Mississippi River and the Gulf of Mexico served as a trading center for Native Americans for at least 1,300 years.

In 1690 French fur trappers and traders found a rich place for their business.

In 1718 the French formalized their possession of the New Orleans – Louisiana area because of its strategic location and relative high ground. It was named in honor of the then Regent of France, Philip II, Duke of Orleans.

In 1721 a priest-historian Pierre Francois Xavier de Charlevoix described New Orleans as a “place of a hundred wretched hovels in a malarious wet thicket of willows and dwarf palmettos, infested by serpents and alligators.” Despite his grim assessment he predicted a great future for the city.

Following a terrible hurricane in 1722, most of the city's structures had to be rebuilt but this time they did it based on a grid pattern that can still be seen in today's French Quarter.

Those early French colonial days consisted of a population of deported galley slaves, trappers, gold-hunters and had a very wild character.

In 1763 following Britain's victory in the Seven Years' War, the French colony west of the Mississippi River – plus New Orleans was ceded to Spain. This was compensation to Spain for the loss of Florida to the British. It took until 1766 for a Spanish governor to arrive in the area.

It was a rough time as French and German settlers wanted to restore French control and in the bloodless rebellion of 1768 forced the governor to flee back to Spain. A year later Spain reasserted control and executed five ringleaders of the rebellion and sent another five plotters to prison in Cuba.

Spain remained in control of the area through two massive fires in 1788 and 1794 which destroyed more than 1,000 buildings. After the fires the city was rebuilt with bricks and much of that 18th century architecture can be seen in the French Quarter today.

Commerce grew in the area and a 1795 treaty with Spain granted the United States port rights in New Orleans. France briefly took over New Orleans but sold New Orleans and a large part of the southeastern United States in the Louisiana Purchase of 1803.

There were a number of bloody slave rebellions and swift retributions followed in the area.

During the War of 1812 the British sent a large force to conquer the city, but were defeated by Andrew Jackson.

Large numbers of German and Irish immigrants came to city and doubled the population between 1830 and 1840. By 1840 New Orleans became the wealthiest and third most populous city in the new country. It was also the biggest slave trading center in the country.

The unusual mix of French, German and other tongues contributed to a unique local language.

Due to its political and commercial importance, New Orleans was only briefly under southern control during the Civil War. It's early capture is believed to be the reason its buildings and structures were spared unlike other Southern cities.

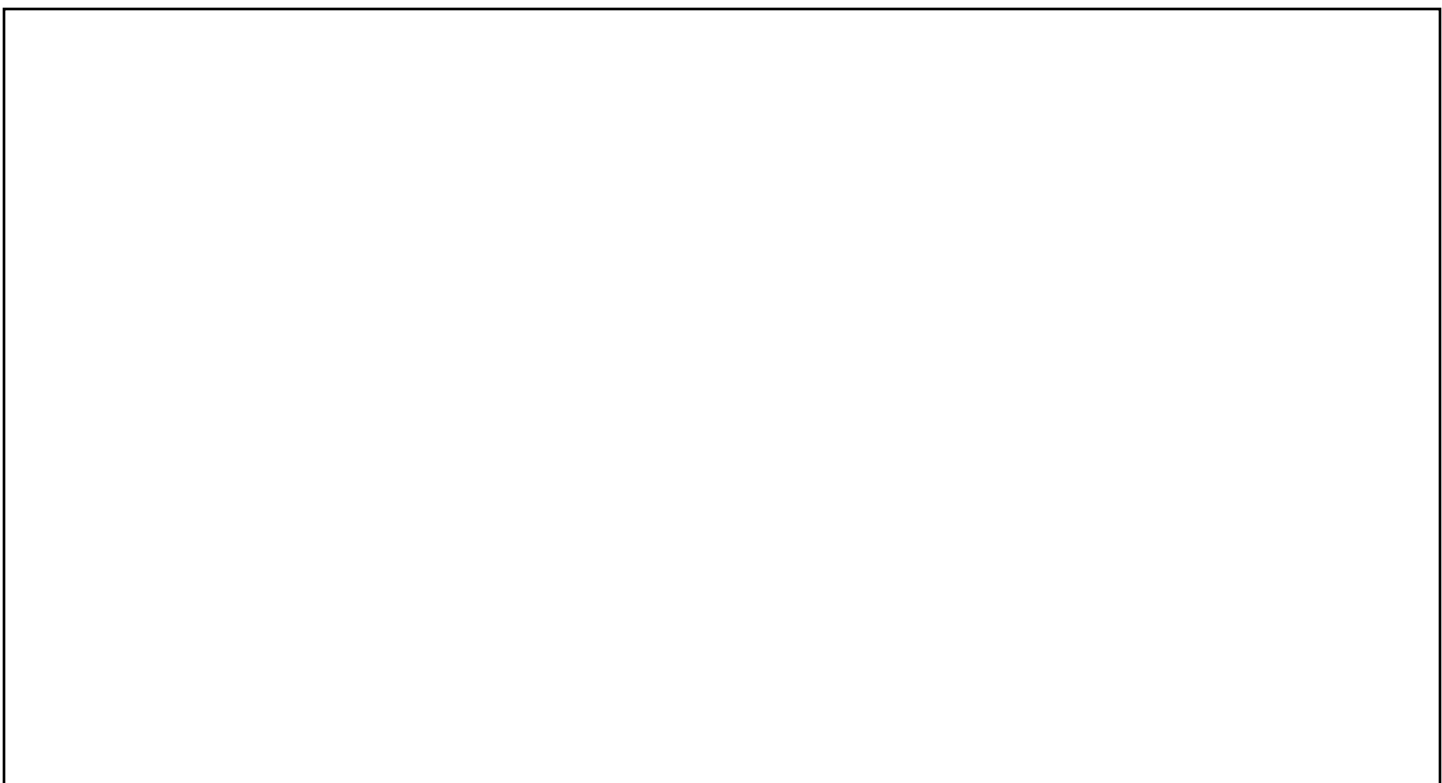
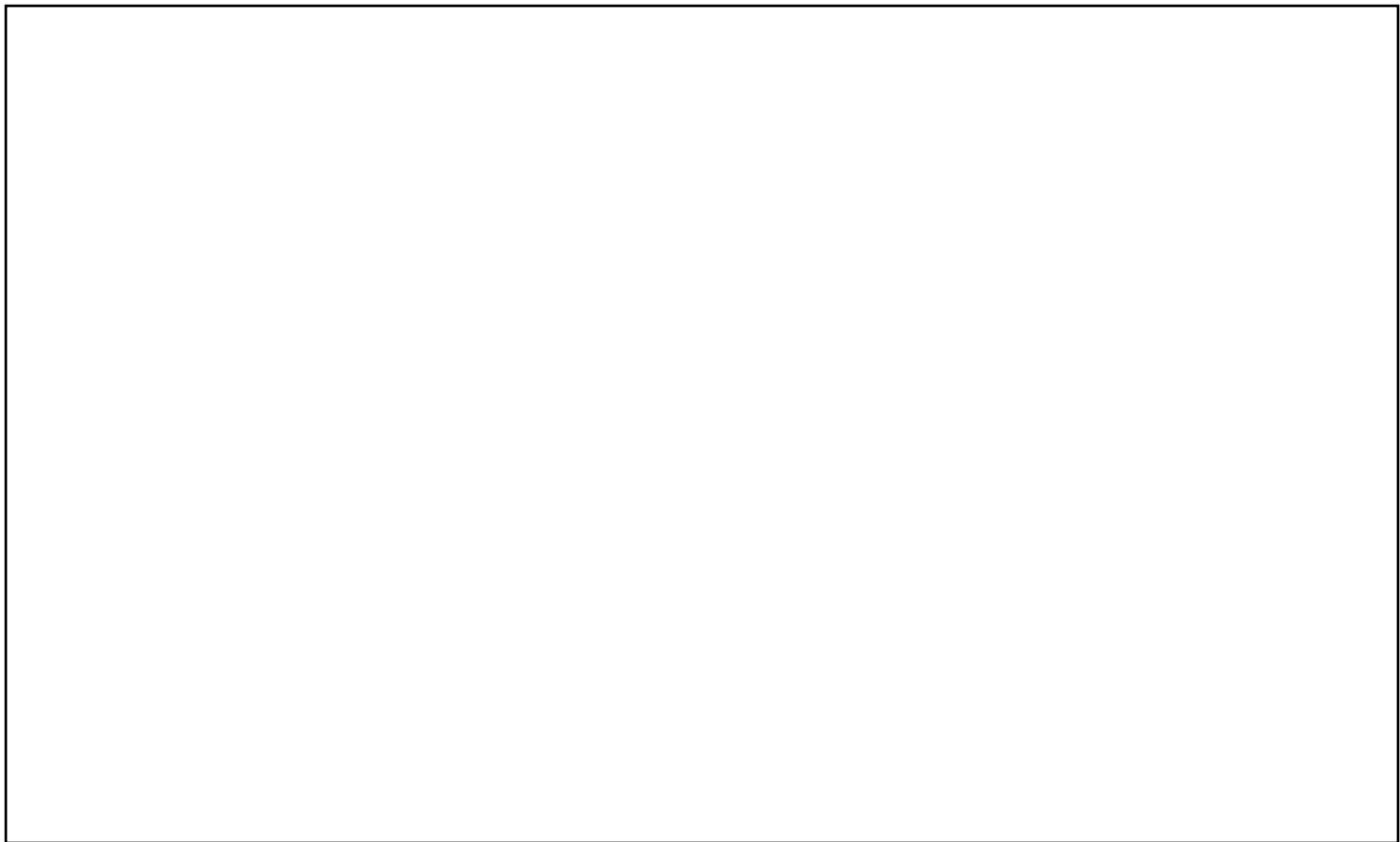
Over its history New Orleans was known for uprisings, crooked politics, floods, hurricanes and epidemics including yellow fever, malaria, cholera and smallpox. epidemics, floods, hurricanes

During World War II New Orleans became famous for the development and construction of Higgins boats.

In our time, New Orleans was devastated by Hurricane Katrina on August 29, 2005. Although severe damage was done by the hurricane, the most damage was done when the protective levee system failed and flooded huge parts of the city. A total of 1,836 people were killed in Hurricane Katrina. Half were senior citizens.



New Orleans' French Quarter



It's easy to see "The Big Easy"

On a cruise a number of years ago, my wife and I were planning a cruise line excursion when the ship arrived in New Orleans. As I remember it was a bus tour of the city and the cost was somewhere in the range of \$65 a person.

At dinner before we arrived in the city one of our table mates, who was a native of New Orleans, told us to save our money and that he would give us a doable itinerary for a fraction of the cost of the tour.

As we prepare to meet in New Orleans in October this cruise conversation came to mind and for those coming to the reunion I want to let you know that the tourist options are endless.

Our cruise friend suggested walking a short distance off the ship and catching the St. Charles Streetcar and using that as a focal point of our tour. The cost of riding the streetcars in New Orleans is small. Even today, for a senior citizen it is 40 cents. There are other options like a day pass for \$3 that allows you to transfer to any of the city's transportation systems.

Anyway, the trip down St. Charles Avenue will take you by many of the great spots in the city, including a stop just one block from the National World War II Museum. The St. Charles Streetcar Line is listed on the National Register of Historic Places and one of only two street railways so designated, with San Francisco's cable car system the other.



Inside the historic streetcars

of the 19th century a switch was made to horses and mules to eliminate the soot and noise produced by the locomotives.

Starting in 1893 the first attempts to electrify the system were tried and eventually the overhead electric lines provided the power for the system.

Except for some replica streetcars equipped with a wheelchair lift, most of the streetcars in operation date to 1923-24.

The historic streetcars operate 24 hours a day with the most frequent service between 7 a.m. and 10 p.m. with new cars arriving every 9 minutes. Frequency is less during off-peak hours.

Except for a 3-year period after Hurricane Katrina, the streetcar line has been in continuous operation for nearly two centuries.



Historic St. Charles Streetcar line

The beautiful route includes passing the Hancock Whitney Center—the tallest building in Louisiana, Audubon Park, Tulane University, Loyola University New Orleans and the French Quarter.

It also stops within walking distance of the Civil War Museum, the Contemporary Arts Museum and the Ogden Museum of Southern Art.

But one of the highlights of our self-made St. Charles St. streetcar tour was a stop at the Camellia Grill. Our tablemate told us it was a must stop and we have never regretted stopping and having a meal there. It is a restaurant that dates from 1946 and has a rich history. Again it was only closed for a few years after Hurricane Katrina.

The streetcar line started officially on September 26, 1835. In those days the cars were pulled by a steam locomotive and ran on what public roads there were. In the latter part



Picture caption

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

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.

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.

For those driving to New Orleans reunion

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 1st 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.

The 2020 reunion was cancelled due to the Covid pandemic.

The first reunion of the Association was in Nashville, Tennessee in 1995 May (25-27), then in the following order we met in Baton Rouge (1998); San Diego (October 13-15) 1999; Atlantic City, New Jersey (2001); Seattle, Washington (October 17-19) 2002; Charleston, South Carolina (May 20-22) 2004); Las Vegas (October 20-22) 2005; Branson, Missouri (May 17-19) 2007; Boise, Idaho, (October 9-11) 2008; Buffalo, New York, (May 9-11) 2010; Tucson, Arizona (October 10-12) 2011; Mobile, Alabama (June 2-4) 2013; San Diego, California (October 20-22) 2014; Herndon, Virginia (June 3-5) 2016; Colorado Springs, Colorado (October 10-12) 2017; San Antonio, Texas (June 3-5) 2019; Bellevue, Washington (June 7-9) 2021; Orlando, Florida (June 14-16) 2022; Rapid City, South Dakota (October 17-19) 2023.

Needed repairs underway

Planned USS Kidd tour drydocked for now

Unfortunately a planned trip to visit the museum ship USS Kidd DD-561 have struck a sandbar—well a drydock anyway.

The board has determined that a group tour to Houma to visit the Kidd is not tenable. It's a 50-mile bus ride from New Orleans and it does not make sense to rent transportation so we can go for a long walk to possibly see the bottom hull of the ship.

The following are two messages from Tim NesSmith Kidd's ship superintendent:

"KIDD is scheduled to go up on blocks in and around August 15. At this time, here is what I can say DEFINITELY:

No one will be able to GO ABOARD the ship to tour. Her tank covers are open. There are sections on the first platform and the second platform where steel has been cut away for projects that are paused until we get up on the blocks. It is not safe for anyone but yard workers and a handful of select, trained staff members.

Here is what I can surmise:

No one can come into the yard to LOOK at the ship from shore in her current location. It's a construction zone around her at the moment with a new ship being built less than 100 yards away; forklifts and cranes running back and forth, hardhats and steel/composite toed boots required. When she goes up on blocks in the drydock, it's a floating drydock. You won't be able to see her from above. Which means approaching from going THROUGH the shipyard.

Which means hardhats and steel/composite toed boots required. Even if we get drydock tours approved through the shipyard and through our insurance with the state, that requirement will undoubtedly stand.

We're starting discussions with the state and with the shipyard now that we're approaching drydock to see if drydock tours are possible."

"There's a lot of fluidity going on in KIDD World right now. I may end up being wrong about the steel/composite toe boots. But it is a at least a football field's walk from the gates to the drydock's current location (which, once again, may change once she's loaded). How mobile is your crew? Can they walk a football field distance, plus walking around the floor of a drydock, then walking back the length of a football field to the bus? You know them better than I do. And, even if we can arrange drydock tours, would they want to ride a bus for an hour just to walk around the floor of the drydock and look at the underside of the ship, or would they solely prefer going aboard ship?"

So for the above reasons we have scuttled the plans to visit the ship for now.

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.

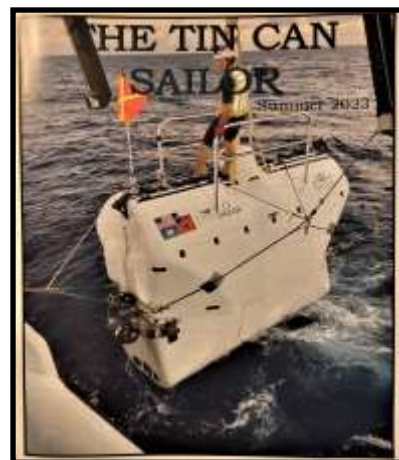


TCS appeals for donations to help with museum ships

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

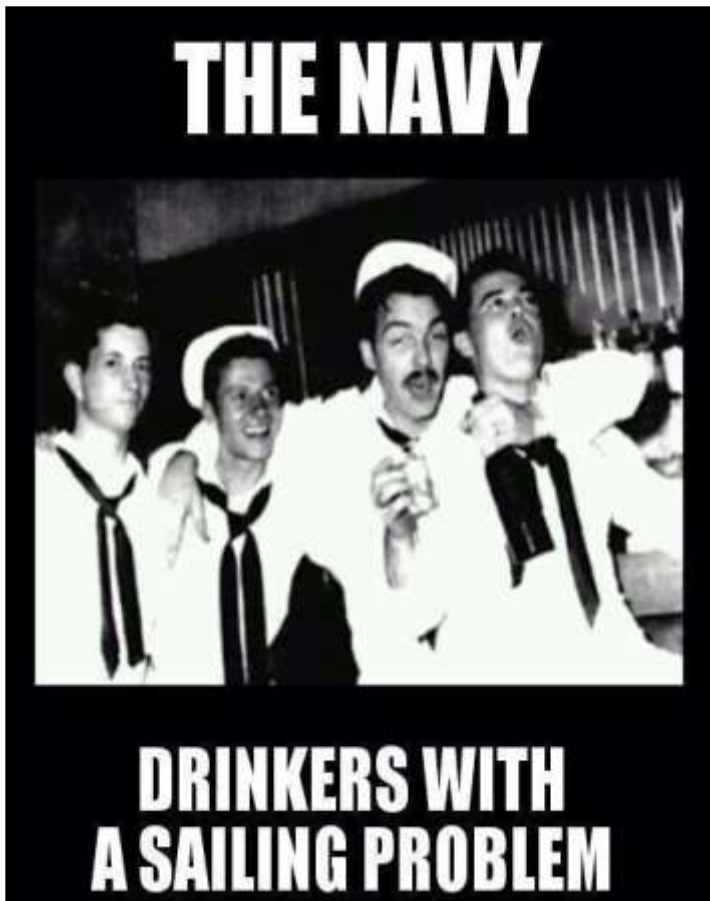
If you haven't checked out the USS Cogswell DD-651 Association website do yourself a favor and try it out.

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



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