

The Cogswell Courier



"I neither despise nor fear"

August 2020





Cogswell Courier

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The mission of the Cogswell Family Association is to perpetuate the memory, history and genealogy of the Cogswell family with particular emphasis on descendants of John and Elizabeth Cogswell who arrived in America in 1635. This mission is accomplished by collecting, preserving, recording and publishing family documentation, memorabilia and memorials, as well as promoting friendship, understanding, mutual assistance and collaborative research across the membership.

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History of the United States Coast Guard



From Wikipedia, contributed by Ellie Gassert

The history of the United States Coast Guard goes back to the United States Revenue Cutter Service, which was founded on 4 August 1790 as part of the Department of the Treasury. The Revenue Cutter Service and the United States Life-Saving Service were merged to become the Coast Guard per 14 U.S.C. § 1 which states: "The Coast Guard as established January 28, 1915, shall be a military service and a branch of the armed forces of the United States at all times." In 1939, the United States Lighthouse Service was merged into the Coast Guard. The Coast Guard itself was moved to the Department of Transportation in 1967, and on 25 February 2003 it became part of the Department of Homeland Security. However, upon the declaration of war and when Congress so directs in the declaration, or when the President directs, the Coast Guard operates as a service in the Department of the Navy.

The Revenue-Marine

The roots of the modern Coast Guard go back to the early days of the Republic. Secretary of the Treasury Alexander Hamilton lobbied Congress to authorize a "system of cutters" to enforce tariffs, which was major source of revenue for the new nation. On 4 August 1790 (now recognized as the Coast Guard's official birthday), Congress passed the Tariff Act, permitting the construction of ten cutters and the recruitment of 40 revenue officers. Each cutter was assigned one master and three mates who were commissioned officers. In addition, each cutter was allowed four mariners and two boys. The cutters were collectively referred to as the "Revenue-Marine," and each revenue cutter operated independently, with each assigned to patrol a section of the east coast and reporting directly to the Customs House in a major port. From 1790, when the Continental Navy was disbanded, to 1798, when the United States Navy was created, these "revenue cutters" were the country's only naval force. As such, the cutters and their crews took on a wide variety of duties beyond the enforcement of tariffs, including combating piracy, rescuing mariners in distress, ferrying government officials, and even carrying mail. In 1794, the Revenue-Marine was given the mission of preventing trading in slaves from Africa to the United States. Between 1794 and 1865, the Service captured approximately 500 slave ships. During times of war or crisis, the revenue cutters



Seal of the United States Revenue Cutter Service

and their crews were put at the disposal of the Navy.

United States Revenue Cutter Service

The service was first officially referred to as the Revenue Cutter Service in a law passed by Congress in 1863. During the American Civil War, USRC Harriet Lane fired the first naval shots of the war, engaging the steamer Nashville during the siege of Fort Sumter. President Lincoln directed the Secretary of the Treasury on 14 June 1863, to assign the revenue cutters to the North Atlantic Blockading Squadron. Revenue cutter officers who left the Revenue Cutter Service and joined the Confederacy retained their commissions and on 24 December 1861 the Confederate Congress authorized the president to employ the officers in any naval or military capacity. Some joined the army and navy, but some continued as revenue cutter officers serving the Confederacy.

After the purchase of Alaska in 1867, USRC Lincoln, with First Lieutenant George W. Moore aboard was dispatched to Sitka to establish United States sovereignty as agent of the U.S. Collector of Customs in San Francisco. In the 1880s through the 1890s, the Revenue Cutter Service was instrumental in the development of Alaska. Captain "Hell Roaring" Michael A. Healy, captain of the USRC Bear, greatly assisted a program that brought reindeer to Alaska to provide a steady food source for native Eskimos. During the winter of 1897–1898, First Lieutenant David H. Jarvis, Second Lieutenant Ellsworth Bertholf of the Revenue Cutter Service and Surgeon Samuel J. Call, Public Health Service drove a reindeer herd across 1,500 miles in the Overland Relief Expedition to help starving whalers trapped by ice near Point Barrow. Congress awarded the three men Congressional Gold Medals for "heroic service rendered" on 28 June 1902.

United States Lifesaving Service

A number of voluntary organizations had formed in coastal communities in the 1700s and early 1800s to assist shipwrecked mariners by means of small boats at shore-based stations. These stations were normally unoccupied – essentially storehouses for boats and equipment to be used by volunteers. On August 14, 1848, Congress appropriated \$10,000 to fund lifesaving stations along the east coast. These were loosely administered by the Revenue-Marine, but still dependent on volunteers.

History of the United States Coast Guard

This system continued until February 1, 1871 when Congress appropriated \$200,000 to construct new stations, repair old ones, and provide full-time crews. Shortly thereafter, in 1878, the U.S. Lifesaving Service was officially established, until the merger of the service with the Revenue Cutter Service in 1915.

Although the Revenue Cutter Service is perhaps more recognized as the predecessor of the Coast Guard, the Lifesaving Service's legacy is apparent in many ways, not the least of which is the prominence of the Coast Guard's search and rescue mission in the eyes of the public. The Coast Guard takes its unofficial search and rescue motto, "You have to go out, but you don't have to come back," from the 1899 regulations of the United States Life Saving Service.

In attempting a rescue the keeper will select either the boat, breeches buoy, or life car, as in his judgment is best suited to effectively cope with the existing conditions, using each option successively, if earlier attempts fail, until a successful rescue is made or no other options exist.

A number of Coast Guard traditions survive from, or pay homage to, the Lifesaving Service as well. For example, members of the Lifesaving Service were referred to as "surfmen," and today the Surfman Badge is awarded to coxswains who qualify to operate motor lifeboats in heavy surf conditions. The badge's design is similar to the Lifesaving Service's seal.

Coast Guard Academy

The School of Instruction of the Revenue Cutter Service was established on July 31, 1876 near New Bedford, Massachusetts. It used USRC James C. Dobbin for its training exercises, replaced in 1878 with USRC Salmon P. Chase, which was specially designed as a training cutter. The School moved to Curtis Bay, Maryland in 1900 and then again in 1910 to Fort Trumbull, near New London, Connecticut. The school provided a two-year on-ship curriculum, oriented to line officers, supplemented by some class work and tutoring in technical subjects. In 1903, the third year of instruction was added. In 1906, an engineering program for cadets began. Nevertheless, the school remained small, with 5 to 10 cadets per class. In 1915, it became the United States Coast Guard Academy, and in February 1929, Congress appropriated \$1,750,000 for construction of



Seal of the United States Life-Saving Service

buildings to be used for the academy. The city of New London purchased the land on the Thames River and donated it to the government for use as a Coast Guard facility. Construction began in 1931 and the first cadets began occupying the new facilities in 1932, when a fourth year of classes was added.

Creation of the modern Coast Guard

On the day of its creation, the Coast Guard had approximately 255 officers, 3900 warrant officers and enlisted men manning a headquarters, 17 regional commands, 4 depots, an academy, 25 cruising cutters, 20 harbor cutters and 280 lifeboat stations.

World War I

Preparations for the coming war actually started before the Declaration of War on 6 April 1917. In late 1916, the Interdepartmental Board on Coast Communications recommended that telephone communications be improved and brought to a high state of readiness all along the U.S. coastline to include lighthouses and lifesaving stations as well as other government coastal facilities. Sensing a need for aviation, the Coast Guard sent Third Lieutenant Elmer Stone to Naval Flight Training on 21 March 1916

Declaration of War

On 6 April 1917, with a formal declaration of war, the Coast Guard was transferred to the operational control of the Navy. All cutters were to report to the nearest Naval District commander and stand by for further orders. At the outset of the war the Coast Guard consisted of less than 4000 officers and men, had 23 cruising cutters, 21 harbor cutters, 272 rescue stations and 21 cadets at the Coast Guard Academy. The Coast Guard was still in a formative stage of development from the merger of the U.S. Revenue Cutter Service and the U.S. Lifesaving Service. A qualified Lifesaving Service surfman who wished to transfer to a cutter had to be reduced to ordinary seaman upon reporting because of a lack of shipboard skills, and because of this transfers were infrequent. There were no chief petty officers in the Coast Guard at this time and Coast Guard petty officers assigned to Navy ships often served under less experienced supervisors for less pay. Coast Guard cutters were seen by the Navy as ready assets and were used to fill in for a rapidly expanding Navy. The Navy recognized Coast Guard officers and petty officers as the experienced mariners that they were and often put them on Navy ships to fill in for crew shortages and lack of experience. During the war, in 1918, twin sisters Genevieve and

History of the United States Coast Guard

Lucille Baker of the Naval Coastal Defense Reserve became the first uniformed women to serve in the Coast Guard.

The 1920s Post-war Struggle to Remain a Separate Armed Service

In 1920 the House Committee on Interstate and Foreign Commerce held hearings on merging the recently created Coast Guard into the United States Navy.

In the 1920s, the Coast Guard was given several former U.S. Navy four-stack destroyers to help enforce Prohibition. The destroyers were too slow and the effort was not entirely successful. However, the mission provided many Coast Guard officers and petty officers with operational experience which proved invaluable in World War II. The Navy's epithet of "Hooligan Navy" dates from this era, due to the Coast Guard's flexibility in enlisting men discharged from other services to rapidly expand; it has endured due to the high proportion of prior-other-service enlistees, and become a term of pride within the service.

The 1930s

Regulation of Merchant Shipping

In 1934, the passenger vessel SS Morro Castle suffered a serious fire off the coast of New Jersey, which ultimately claimed the lives of 124 passenger and crew. The casualty prompted new fire protection standards for vessels and paved the way for the "Act of May 27, 1936", which created the Bureau of Marine Inspection and Navigation, then temporarily transferred to the Coast Guard by executive order on 28 February 1942. This transfer of duties fit well with the Coast Guard's port safety and security missions, and was made permanent in 1946.

The 1940s

World War II

Before the American entry into World War II, cutters of the Coast Guard patrolled the North Atlantic. In January 1940 President Roosevelt directed the establishment of the Atlantic Weather Observation Service using Coast Guard cutters and U.S. Weather Bureau observers.

After the invasion of Denmark by Germany on 9 April 1940, President Roosevelt ordered the International Ice Patrol to continue as a legal pretext to patrol Greenland, whose cryolite mines were vital to refining aluminum and whose geographic location allowed accurate weather forecasts to be made for Europe. The Greenland Patrol



Attack on Pearl Harbor Japanese planes view

was maintained by the Coast Guard for the duration of the war.

The Coast Guard became directly involved in the first World War II attack on America in the 1941 Attack on Pearl Harbor. Supporting U.S. naval forces on 7 December, were the Coast

Guard cutters, patrol boats, bases, stations, lighthouses and personnel assigned to the 14th Naval District. These units included USCGC Taney, patrol cutters Tiger and Reliance, and several other vessels all participated in the battle, shooting at several aircraft.

Taney, a notable World War II era high endurance cutter, is the only warship still afloat today (as a museum ship in Baltimore) that was present for the attack on Pearl Harbor in 1941, although she was actually stationed in nearby Honolulu. Coast Guard aviator, Lieutenant Frank Erickson, who later pioneered search and rescue helicopter flight, although assigned to Taney was standing watch at Ford Island before the attack then took command of an anti-aircraft battery to fight off multiple enemy aircraft.

U.S. Coast Guard Horse Patrol, circa 1941-45

During World War II, there was great concern about enemy vessels nearing U.S. shores, allowing adversarial forces to invade the nation. Beach patrols manned by Coast Guardsmen gained increased importance as security forces, patrolling the shores of the United States during the war with three basic functions: to look for and report on any suspicious vessels operating in the area; to report and prevent attempts of landings by the enemy; and to prevent communication between persons on shore and the enemy at sea. On 13 June 1942 Seaman 2nd Class John Cullen, patrolling the beach in Amagansett, New York, discovered the first landing of German saboteurs in Operation Pastorius. Cullen was the first American who actually came in contact with the enemy on the shores of the United States during the war and his report led to the capture of the German sabotage team. For this, Cullen received the Legion of Merit.

USCGC Modoc was peripherally involved in the chase and sinking of the German battleship Bismarck.

Shortly after Germany declared war on the United States, German submarines began Operation Drumbeat ("Paukenschlag"), sinking ships off the American coast

History of the United States Coast Guard

and in the Caribbean. On 15 March 1942, USCGC Acacia, while enroute from Curaçao to Antigua, was attacked and sunk by U-161 approximately 150 miles south of Port au Prince, all hands were rescued with no loss of life.

Many Coast Guard cutters were involved in rescue operations following German attacks on American shipping. USCGC Icarus, a 165-foot cutter that previously had been a rumrunner chaser during Prohibition, sank U-352 on 9 May 1942, off the coast of Cape Lookout, North Carolina, and took 33 prisoners, the first Germans taken in combat by any U.S. force.

USCGC Thetis sank U-157 on 10 June 1942. During the war, Coast Guard units sank 12 German and two Japanese submarines and captured two German surface vessels. On 9 September 1942 USCGC Muskeget was sunk by U-755 with a loss of 116 crewmembers, one Public Health Service physician, and four civilian Weather Service personnel while on North Atlantic weather patrol.

The Coast Guard had 30 Edsall class destroyer escorts under its command that were used primarily for convoy escort duty in the Atlantic. Other United States Navy ships under Coast Guard command included:

- 75 patrol frigates
- 8 Flower-class corvettes
- 22 Troopships
- 20 Amphibious cargo ships
- 9 Attack transports
- 76 Landing Ship, Tank
- 28 Landing Craft Infantry
- 18 gasoline tankers
- 10 Submarine chasers
- 40 Yard patrol boats

In addition to antisubmarine operations, the Coast Guard worked closely with the U.S. Navy and Marine Corps. Many of the coxswains of Coast Guard operated American landing craft, such as the Higgins boat (LCVP), used in amphibious invasions were Coast Guardsmen who had received amphibious training with the cooperation of the U.S. Marine Corps. Coast Guard cutters and ships partially crewed by Coast Guardsmen were used in the North African invasion of November 1942 (Operation Torch) and the invasion of Sicily in 1943 (Operation Husky). Coast Guard crews staffed 22 tankers, 51 large tugs, 6 marine repair ships, and 209 freight and supply vessels for the United States Army.

In November 1942, legislation was passed creating the Coast Guard Women's Reserve, also known as the SPARS. Led by Captain Dorothy C. Stratton, around

11,000 women served in various stateside positions, freeing men for overseas duty.

On 3 February 1943 the torpedoing of the transport SS Dorchester off the coast

of Greenland saw cutters Comanche - and Escanaba respond. The frigid water gave the survivors only minutes to live in the cold North Atlantic. With this in mind, the crew of Escanaba used a new rescue technique when pulling survivors from the water. This "retriever" technique used swimmers clad in wet suits to swim to victims in the water and secure a line to them so they could be hauled onto the ship. Escanaba saved 133 men and Comanche saved 97. Escanaba herself was lost to a torpedo or mine a few months later, along with 103 of her 105-man crew.



USCGC Escanaba crewmembers on deck early in World War II

During the Normandy invasion of 6 June 1944, a 60-cutter flotilla of wooden 83-foot Coast Guard cutters, nicknamed the "Matchbox Fleet", cruised off all five landing beaches as combat search-and-rescue boats, saving 400 Allied airmen and sailors. Division O-1, including the Coast Guard-crewed USS Samuel Chase, landed the U.S. Army's 1st Infantry Division on Omaha Beach. Off Utah Beach, the Coast Guard crewed the command ship USS Bayfield. Several Coast Guard-crewed landing craft were lost during D-Day to enemy fire and heavy seas. In addition, a cutter was beached during the storms off the Normandy coast which destroyed the U.S.-operated Mulberry harbor.



Into the Jaws of Death taken by Coast Guard Chief Photographer's Mate Robert F. Sargent and manned by Coast Guard crew.

On 12 September 1944, SS George Ade, a Liberty ship, was torpedoed by a German U-boat off Cape Hatteras, N.C. USCGC Jackson and USCGC Bedloe, heading to assist the crew of George Ade, were caught in the Great Atlantic Hurricane of 1944 the day after, sinking both cutters and killing 47 Coast Guardsmen. A U.S. Navy seaplane rescued the survivors.

On 29 January 1945, USS Serpens, a Coast Guard-

History of the United States Coast Guard

crewed Liberty ship, exploded off Guadalcanal, Solomon Islands, while loading depth charges. 193 Coast Guardsmen, 56 Army stevedores, and one U.S. Public Health Service officer were killed in the explosion. This was the biggest single disaster to befall the Coast Guard during the war.

As was common during this period, many of Hollywood's able-bodied screen stars became enlistees and left their film careers on hiatus in order to support the national defense. Specifically, actors Gig Young, Cesar Romero, and Richard Cromwell all served admirably in various capacities in the USCG in the Pacific for several years. The A&P heir Huntington Hartford also served in the Pacific as a commander.

Douglas Munro

Signalman 1st Class Douglas Munro (1919–1942), the only Coast Guardsman to receive the Medal of Honor, earned the decoration posthumously during World War II as a small boat coxswain during the Battle of Guadalcanal in 1942. A Navy destroyer escort, USS Douglas A. Munro (DE-422), was named in his honor in 1944. The cutter USCGC Douglas Munro (WHEC-724) was commissioned in 1971, and is still on active service. The cutter USCGC Munro (WMSL-755) was commissioned in 2017 and is on active service.

Bermuda Sky Queen Rescue

On 14 October 1947, the American-owned Boeing 314 flying boat Bermuda Sky Queen, carrying sixty-nine passengers was flying from Foynes, Ireland to Gander, Newfoundland. Gale-force winds had slowed her progress and she was running low on fuel. Too far from Newfoundland and unable to make it back to Ireland, the captain, Charles Martin, twenty-six-year-old ex-Navy pilot, decided to fly toward USCGC Bibb (WPG-31) which was on Ocean Station Charlie in the North Atlantic. The plane's captain decided to ditch and have his passengers and crew picked up by Bibb. In 30-foot seas, the transfer was both difficult and dangerous. Initially the Bibb's captain, Capt. Paul B. Cronk, tried to pass a line to the plane which taxied to the lee side of the cutter. A collision with the cutter ended this attempt to save the passengers. With worsening weather, a fifteen-man rubber raft and a small boat were deployed from the ship. The raft was guided to the escape door of the aircraft. Passengers jumped into the raft which was then pulled to the boat. After rescuing 47 of the passengers, worsening conditions and the approach of darkness forced the rescue's suspension. By dawn, improved

weather allowed the rescue to resume and the remaining passengers and crew were transferred to the Bibb. The rescue made headlines throughout the country and upon their arrival in Boston, Bibb and her crew received a hero's welcome for having saved all those aboard the ditched Bermuda Sky Queen.

This event spurred ratification of the International Civil Aviation Organization (ICAO) treaty establishing a network of ocean weather stations in 1947. A second conference in 1949 reduced the number of Atlantic stations to ten but provided for three Pacific stations.

The 1950s

Korean War

During the Korean War, Coast Guard officers helped arrange the evacuation of the Korean Peninsula during the initial North Korean attack. On 9 August 1950, Congress enacted Public Law 679, known as the Magnuson Act. This act charged the Coast Guard with ensuring the security of the United States' ports and harbors on a permanent basis. In addition, the Coast Guard established a series of weather ships in the north Pacific Ocean and assisted civilian and military aircraft and ships in distress, and established a string of LORAN stations in Japan and Korea that assisted the United Nations forces.

Pendleton rescue

On 18 February 1952, during a severe "nor'easter" off the New England coast, the T2 tankers SS Fort Mercer and SS Pendleton broke in half. Pendleton was unable to make any distress call; she was discovered on the unusual shore radar with which the Chatham, Massachusetts, Lifeboat Station was equipped, during the search for Fort Mercer.



Bow section of the Pendleton,
19 February 1952

Boatswain's Mate First Class Bernard C. Webber, coxswain of Coast Guard Motor Lifeboat CG 36500 from Station Chatham, and his crew, rescued the crew from Pendleton's stern section, with Pendleton broken in half. Webber maneuvered the 36-footer under Pendleton's stern with expert skill as the tanker's crew, trapped in the stern section, abandoned the remains of their ship on a Jacob's ladder. One by one, the men jumped into the water and then were pulled into the lifeboat. Webber

History of the United States Coast Guard

and his crew saved 32 of the 41 Pendleton crewmen. Webber, Fitzgerald, Livesey, and Maske were awarded the Gold Lifesaving Medal for their heroic actions.

In all, U.S. Coast Guard vessels, aircraft, and lifeboat stations, working under severe winter conditions, rescued 62 persons from the foundering ships or from the water. Five Coast Guardsmen earned the Gold Lifesaving Medal, four earned the Silver Lifesaving Medal, and 15 earned the Coast Guard Commendation Medal.

The first of the Coast Guard's Sentinel-class cutters, USCGC Bernard C. Webber, was named in BM1 Webber's honor.

The rescues are portrayed in the 2016 motion picture *The Finest Hours*, based on the 2009 book by the same title.

The 1960s

The Racing Stripe

In 1967, the Coast Guard adopted the red and blue "racing stripe" as part of the regular insignia for cutters, boats, and aircraft. It was recommended by the industrial design firm of Raymond Loewy/William Snaith, Inc. to give Coast Guard units and vessels a distinctive appearance, as well as clearer recognition from a distance. This "racing stripe" was in turn adopted (in modified forms) by several other coast guards, in particular the Canadian Coast Guard.

Vietnam War

The Coast Guard was active in the Vietnam War beginning 27 May 1965 with the formation of Coast Guard Squadron One consisting of Divisions 11 and 12. Squadron One assisted in Operation Market Time by interdicting resupply by sea of Viet Cong and North Vietnamese forces. The Coast Guard developed a "piggyback" weapon that proved highly useful; an M2 Browning machine gun placed over a 81mm mortar. Squadron One cutters were awarded the Navy Presidential Unit Citation for their assistance provided the Navy during Operation Sealords.



Squadron One unit patch

Several Coast Guard aviators served with the U.S. Air Force 37th Aerospace Rescue and Recovery Squadron and 40th Aerospace Rescue and Recovery Squadron in Southeast Asia from 1968 to 1972. They were involved in combat search and rescue operations in both Vietnam and Laos.

The Coast Guard provided Explosive Loading Detach-

ments (ELD) to the U.S. Army 1st Logistics Command in several locations in Vietnam. The ELD's were responsible for the supervision of Army stevedores in the unloading of explosives and ammunition from U.S. Merchant Marine ships. The ELD's were also responsible for assisting the Army in port security operations at each port and eventually were made a part of a Port Security and Waterways Detail (PS&WD) reporting to the Commanding General, United States Army, Vietnam (USARV). They earned the Army Meritorious Unit Commendation for their efforts.

On 13 December 1965 Secretary of Defense Robert McNamara requested Coast Guard assistance in constructing a chain of LORAN-C stations for use by naval vessels and combat aircraft for operations in Southeast Asia. Construction started almost immediately at five locations in Thailand and Vietnam and they were fully operational on 28 October 1966.

In August 1970 the Coast Guard finished turning over to the South Vietnamese Navy the patrol boats of Squadron One. The training of South Vietnamese crews had started in February 1969 and continued through to the end of operations for Squadron One. USCGC Yakutat (WHEC-380) and USCGC Bering Strait (WHEC-382) were turned over to the South Vietnamese Navy on 1 January 1971. Eventually three other WHECs were turned over to the South Vietnamese Navy. The Coast Guard's involvement in the Vietnam War ended at 12:46 local time 29 April 1975 when LORAN Station Con Son went off the air for good. Its signal was necessary for the safe evacuation of Saigon by U.S. Embassy personnel in the final days before the fall of the South Vietnamese government and it was kept on the air as long as possible. On 3 October 1975 the Coast Guard disestablished the remaining LORAN-C stations in Thailand.

Seven Coast Guardsmen were killed during the war in combat and search and rescue operations. Additionally, the U.S. Department of Veterans Affairs has determined that Coast Guard veterans who served aboard designated vessels while deployed to Vietnam during the war are "eligible for the presumption of Agent Orange herbicide exposure". The vessels include U.S. Coast Guard Patrol Boats (WPBs), High Endurance Cutters (WHECs), Buoy Tenders (WLBs), and Cargo Vessels (WAKs).

The 1970s

The "New Guard"

In the mid-70s the Coast Guard adopted the blue uniforms seen today, replacing Navy-style uniforms worn

History of the United States Coast Guard

prior to the Vietnam War. Known jocularly as "Bender's Blues," they were implemented as part of the postwar transition to an all-volunteer force. It is noteworthy that the enlistees and officer's uniforms differed only in rank insignia and cap devices, reflecting the value the service placed on its enlisted members (although it caused saluting confusion among members of other services). The stylish new women's uniform was created by Hollywood costume designer Edith Head, upon the request of Capt. Eleanor L'Ecuyer. Enlisted uniform buttons were gold while officer's buttons were silver. This was just opposite of most military services. Women were integrated into the Coast Guard during the 1970s, beginning with the end of the separate Women's Reserve (SPARS) in 1973, the modification for mixed-gender crews beginning in 1977, and the opening of all ratings to women in 1978. These stages of integration preceded the DOD military by roughly a year or so, as separate legislation restricted their deployment of women.

Altogether, the shift from Treasury to the DOT in 1967, the uniform change, the end of Ocean Station service, growth of the shore-side establishment by newly added missions, the steady if belated retirement of venerable but aging World War II cutters, and gender integration marked the oft-lamented end of the "Old Guard" ("wooden ships and men of steel").

The Ancient Order of the Pterodactyl was founded in 1977 in order to preserve the history of Coast Guard aviation, as the service's last amphibious seaplane, the Grumman Albatross or "Goat," was nearing retirement, as was also the service's last enlisted pilot, John P. Greathouse.

End of ocean stations, beginning of the 200 nautical miles (370 km) limit.

One major mission of the service, maintaining Ocean Stations, came to an end as improvements in oceanic aviation (turbojet airliners and improved radio navigation) obviated the need. However, the Magnuson–Stevens Fisheries Conservation and Management Act of 1976 brought an increase in offshore fisheries patrols, to which the newer WHECs (the 378s) were redeployed, as the aging boiler-powered World War II-vintage wooden-deckers were gradually retired.

The Kudirka incident

On 23 November 1970, Simonas "Simas" Kudirka, a Soviet seaman of Lithuanian nationality, leapt from the 400-foot (120 m) mother ship Sovetskaya Litva, anchored in American waters (near Aquinnah, Massachusetts on



Simonas Kudirka

Martha's Vineyard Island), aboard the USCGC Vigilant, sailing from New Bedford. The Soviets accused Kudirka of theft of 3,000 rubles from the ship's safe. Ten hours passed; communications difficulties contributed to the delay, as the ship was unfortunately in a "blind spot" of Boston Radio's receivers, resulting in an awkward resort to using the public marine operator.

After attempts to get the U.S. State Department to provide guidance failed, Rear Admiral William B. Ellis, commander of the First Coast Guard District, ordered Commander Ralph E. Eustis to permit a KGB detachment to board the Vigilant to return Kudirka to the Soviet ship. This led to a change in asylum policy by the U.S. Coast Guard. Admiral Ellis and his chief of staff were given administrative punishment under Article 15 of the UCMJ. Commander Eustis was given a non-punitive letter of reprimand and assigned to shore duty. Kudirka himself was tried for treason by the Soviet Union and given a ten-year sentence in prison. Subsequent investigations revealed that Kudirka could claim American citizenship through his mother and he was allowed to go to the United States in 1974.

The incident, known for several years as the Coast Guard's "Day of Shame," was portrayed in a 1978 television movie, *The Defection of Simas Kudirka*, with Alan Arkin playing Kudirka and Donald Pleasence playing the captain of the Soviet ship and USCGC Decisive playing the part of USCGC Vigilant. It was also portrayed in the 1973 book *Day of Shame: The truth about the murderous happenings aboard the Cutter Vigilant during the Russian-American confrontation off Martha's Vineyard* by Algis Ruksenas.

The Rescue of AF586

At 14:30 on 26 October 1978, "Alfa Foxtrot 586", a Navy P-3C flying with a crew of fifteen on a reconnaissance mission from the VP-9 detachment at Naval Station Adak, Alaska, ditched near position 52°39'N 167°24'E (approximately 290 miles west of Shemya Island in the Aleutians) following a propeller malfunction and succession of engine fires in its number one engine. VP 9's Aircraft Accident Report recorded conditions at the time of ditching as "1500 foot ceiling, one and one-half to three miles visibility in rain showers, wave height 12-20

History of the United States Coast Guard

feet, winds 223 degrees at 43 knots." Water temperature was approximately 40 degrees. The aircraft sank within 90 seconds.

The crew of Coast Guard HC-130H CGNR 1500 were instrumental in saving the lives of ten crew members. Arriving on scene after dark in turbulent weather, CG 1500 marked the reported position of the survivors' rafts with a buoy and smoke floats, proceeded to and established communications with a Soviet fishing vessel, Mys Sinyavin, located approximately 25 miles west of the site, and then directed that vessel to both rafts, ultimately resulting in the rescue of ten survivors and the recovery of three dead crewmembers from AF 586. The latter died from exposure after approximately ten - twelve hours in the water-laden rafts, and it is unlikely that the other ten crewmembers could have survived in their rafts much longer as they were all in the advanced stages of hypothermia when rescued by Mys Sinyavin.

The 1980s

Prinsendam Rescue

On 4 October 1980, the Coast Guard and Canadian Coast Guard were involved in the rescue of the passengers and crew of the Dutch cruise vessel MS Prinsendam in the Gulf of Alaska.

A fire broke out on the Prinsendam off Yakutat, Alaska on 4 October 1980. The Prinsendam was 130 miles from the nearest airstrip. The cruise ship's captain ordered the ship abandoned and the passengers, many elderly, left the ship in the lifeboats. Coast Guard and Canadian helicopters and the cutters Boutwell, Mellon, and Woodrush responded in concert with other vessels in the area. The passenger vessel later capsized and sank. The rescue is particularly important because of the distance traveled by the rescuers, the coordination of independent organizations and the fact that all 520 passengers and crew were rescued without loss of life or serious injury.

Marine Electric Sinking

On February 12, 1983, the cargo ship SS Marine Electric sank in a storm off the coast of Virginia. Despite efforts by multiple Coast Guard and Navy vessels, most of the crew were lost. As a result of this, the Coast Guard undertook massive review of its rescue procedures, its ship inspection procedures, and its requirements for safety equipment aboard ships.

Some of the reforms that resulted included the items below.

- greater attention to inspection of deck hatch covers during ship inspections.
- requirement for all ships to provide equipment for survival in cold water for all ship's crew personnel.
- the establishment of the Coast Guard rescue swimmer program in 1984, in order to greatly improve readiness and training for all rescue swimmers.

The Mariel Boatlift

In April 1980, the government of Cuba began to allow any person who wanted to leave Cuba to assemble in Mariel Harbor and take their own transport. The U.S. Coast Guard, working out of Seventh District Headquarters in Miami, Florida, rescued boats in difficulty, inspected vessels for adequate safety equipment, and processed refugees. This task was made even more difficult by a hurricane which swamped many vessels in mid-ocean and by the lack of cooperation by Cuban Border Guard officials. By May, 600 reservists had been called up, the U.S. Navy provided assistance between Cuba and Key West, and the Auxiliary was heavily involved. 125,000 refugees were processed between April and May 1980.

The End of the Lightships

The number of lightships steadily decreased during the 20th century, some replaced by "Texas Tower" type structures (e.g., Chesapeake, Buzzards Bay, both now automated), and others by buoys. However, the Columbia River and Nantucket Shoals Lightships were not replaced by large navigational buoys (LNBS) until 1979 and 1983, respectively, due to the difficulty of anchoring buoys securely at their heavy-weather locations.

The technology of all aids to navigation evolved dramatically during this era, reducing manning and maintenance requirements. The Coast Guard also managed the worldwide VLF OMEGA Navigation System and operated two of its stations from the early 1970s until its termination in 1997 (having been superseded, though not truly obsoleted, by GPS).

Drug War at Sea Escalates

During the 1980s, Coast Guard cutters and aircraft were increasingly deployed to intervene drugs far offshore. While the service has interdicted contraband since its inception, the "Drug War" was the biggest effort since Prohibition. Though the Drug War began before the 1980s and continues to this day, it was during the 1980s that the Coast Guard, working with the Drug Enforcement Administration and other law enforcement agencies, used a blend of new and old laws to interdict

History of the United States Coast Guard

far from the shores of the United States. Formerly, it was more difficult to prosecute cases involving seizures made beyond 24 nautical miles from shore. President Ronald Reagan's efforts to secure funding for federal agencies and courts to prosecute cases got the Coast Guard's attention. The Coast Guard instituted a "no tolerance" policy toward drugs, began testing its own employees for drug use, and required that all boardings be carried out by trained and armed boarding officers and petty officers. The Caribbean was the focus of efforts in the 1980s, but in recent years the major drug busts at sea have been occurring more in the waters of the Pacific Ocean between California and Peru.

Exxon Valdez Oil Spill

In March 1989, the oil tanker Exxon Valdez struck Prince William Sound's Bligh Reef and spilled 260,000 to 750,000 barrels of crude oil. Because the incident took place in navigational waters, the Coast Guard had authority for all activities relating to the cleanup effort. The Coast Guard largely served as the Federal On-Scene Coordinator between Exxon Mobil and all of these organizations, acting within authority under the Clean Water Act.

Coast Guard cutters were one of the first to respond to the spill, quickly establishing a safety zone around the stricken Exxon Valdez. At least eleven cutters were present in April 1989, the majority of them overseeing booming and skimming operations. Early that month, Coast Guard vessel activity went through a rapid buildup phase. Three cutters were assigned to cleanup operations by the beginning of June, but only one remained two weeks later – and it stayed that way for the remainder of the 1989 response.

Several C-130s from Coast Guard Air Station Kodiak airlifted more than 11½ tons of cleanup equipment by 10 April 1989. HU-25 Falcon jets from Coast Guard Air Station Cape Cod flew twice a day tracking oil with side-looking radar equipment. Five Coast Guard helicopters also assisted thirty-nine skimmers working in Prince William Sound.

The 1990s

'90 Operation Desert Shield

On 17 August 1990, at the request of the Joint Chiefs of Staff; the Secretary of Transportation and the Commandant of the Coast Guard committed Coast Guard Law Enforcement Detachments (LEDET) to Operation Desert Shield. A total of 10 four-person teams served in-theater to support the enforcement of UN sanctions by the

Maritime Interdiction Forces. Approximately 60 percent of the 600 boardings carried out by U.S. forces were either led by or supported with the LEDETs. Additionally, a 7-man liaison staff was designated by the Commandant as Operational Commander for the Coast Guard



Members of Port Security Unit 302 patrol the harbor aboard a Navy harbor patrol boat during Operation Desert Shield.

forces deployed in theater. The first boarding of an Iraqi vessel in the theater of operations conducted by a LEDET occurred on 30 August 1990. President George H. W. Bush, on 22 August 1990, authorized the call up of members of the selected reserve to active duty in support of Operation Desert Shield. Three Port Security Units (PSU), consisting of 550 Coast Guard reservists are ordered to the Persian Gulf in support of Operation Desert Shield. This was the first involuntary overseas mobilization of Coast Guard Reserve PSUs in the Coast Guard Reserve's 50-year history. A total of 950 Coast Guard reservists were called to active duty.

'91 Operation Desert Storm

Prior to the launch of Operation Desert Storm, Coast Guard LEDET personnel aboard the USS Nicholas (FFG-47) assisted when the frigate cleared eleven Iraqi oil platforms and took 23 prisoners on 18 January 1991. On 21 April 1991, a Tactical Port Security Boat (TPSB) of PSU 301, stationed in Al Jubayl, Saudi Arabia, was the first boat in the newly reopened harbor of Mina Ash Shuaikh in Kuwait City. Because of certain security concerns, a determination was made to send one of the 22-foot Raider boats belonging to PSU-301 and armed with M2 and M60 machine guns, to lead the procession into the harbor and provide security for the operation.

During the war, Saddam Hussein's Iraqi army was seeking to pollute the Persian Gulf by pouring oil into it in an effort only partly stymied when Air Force F-111F Aardvarks bombed the source of the deliberate spill. A giant slick was spreading rapidly, wreaking environmental havoc and threatening Saudi desalination plants that supplied potable water for coalition troops. Two HU-25B Guardians from Coast Guard Air Station Cape Cod, Mass., were dispatched 13 Feb 1991, supported by two HC-130H Hercules from CGAS Clearwater Florida, Operating from Saudi and Bahraini airfields. The HC-130s brought in supplies and returned to the United States 25 Feb. The

History of the United States Coast Guard

HU-25Bs flew over the oil spill to monitor dispersion, rate of flow, the effects of weather and currents, and other data essential for preparing a response plan.

Operation Buckshot, "The Great Flood '93"

During April and again in June 1993, Coast Guard Forces St. Louis (CGF) was activated for flooding on the Mississippi, Missouri and Illinois River basins. The '500 year' flooding closed over 1,250 miles of river to navigation and claimed 47 lives. Historic levels of rainfall in the river tributaries caused many levee breaks along the Missouri and Mississippi Rivers displacing thousands of people from their homes and businesses. The commander of CGF St. Louis set into motion a preconceived operations plan to deal with the many requests for assistance from state and local governments for law enforcement assistance, help with sandbagging, water rescues, evacuation of flood victims, and aerial surveillance of levee conditions. The unprecedented duration of the flood also caused Coast Guard personnel to assume some humanitarian services not normally a part of flood operations. Food, water and sandbags were transported to work sites to assist sandbagging efforts by local governments. Red Cross and Salvation Army relief workers were given transportation assistance. Many homeless animals displaced by the flood waters were rescued and turned over to local animal shelters. Utility repair crews were assisted with transportation of personnel and repair parts. Disaster Response Units (DRU) were formed from active duty and reserve units throughout the Second Coast Guard District and consisted of eight members equipped with three 16-foot flood punts powered by 25 horsepower outboard motors. The DRU's accounted for 1517 boat sorties and 3342 hours of underway operations. Coast Guard helicopters from CG Air Stations in Traverse City and Detroit, Michigan; Chicago, Illinois; Elizabeth City, North Carolina; and Mobile, Alabama provided search and rescue, logistical support and aerial survey intelligence. The Coast Guard Auxiliary provided three fixed wing aircraft. There were 473 aircraft sorties with 570 hours of aircraft operations. CGF St. Louis stood down from the alert phase of operations on 27 August. A total of 380 Active Duty, 352 Reserve, 179 Auxiliary, and 5 Coast Guard civilians were involved in the operation.

1994 Cuban Boat Rescues

In 1994, about 38,000 Cubans attempted to sail from Cuba to Florida, many on homemade rafts. The Coast Guard and Navy performed intensive search and rescue efforts to rescue rafters at sea. Sixteen 110-foot

cutters—half the complement of the Coast Guard—were involved in this operation, as well as buoy tenders not normally assigned to high seas duty. Due to a change in Presidential policy by Bill Clinton, rescued Cubans were sent to the U.S. Naval Station at Guantanamo Bay, Cuba.

1999 Kosovo

In the summer of 1999, USCGC Bear (WMEC-901) deployed to the Adriatic Sea in support of Operation Allied Force and Operation Noble Anvil with the USS Theodore Roosevelt (CVN-71) Battle Group providing surface surveillance and SAR response for the Sea Combat Commander, and force protection for the Amphibious Ready Group operating near Albania. The Bear also provided security to the US Army vessels transporting military cargo between Italy and Albania. This escort operation took Bear up to the Albanian coastline, well within enemy surface-to-surface missile range. Bear earned the Kosovo Campaign Medal and the NATO Kosovo Medal.

The 2000s

Transfer to the Department of Homeland Security

The Coast Guard was transferred from the Department of Transportation to the Department of Homeland Security on 1 March 2003 under the Homeland Security Act (Public Law No. 107-296).

In 2002, the Coast Guard sent several 110-foot cutters to the Persian Gulf to enforce the U.N. embargo on goods to and from Iraq. Port Security Units and Naval Coastal Warfare units also accompanied the U.S. military buildup.

Wars in Iraq and Afghanistan

During Operation Iraqi Freedom and Operation Enduring Freedom, the Coast Guard had deployed its largest contingent of Coast Guardsmen and assets overseas since the Vietnam War. Coast Guard cutters primarily assisted in force protection and search and seizures of suspected smugglers in Iraqi and international waters, often in close proximity to Iran. Military trainers improved the capabilities of the Iraqi Navy and other government forces in core competencies and maritime law enforcement. The Coast Guard also sent military advisors to Iraq to provide technical assistance to Iraqi officials on the implementation of international port security standards and requirements. The USCGC Walnut (WLB-205) conducted an assessment of Iraq's river and coastal navigational aids, such as buoys, and then replaced or corrected the aids in order to allow for

History of the United States Coast Guard

the safe navigation of the Khor Abd Allah River flowing up to the port of Umm Qasr for military, humanitarian and commercial vessels.

The Coast Guard sent Redeployment Assistance and Inspection Detachment (RAID) teams to both Iraq and Afghanistan. The teams assisted the units of other services with the proper declaration, classification, labeling and packaging of container shipments as well as the inspection of containers for structural integrity to ensure each one is seaworthy to cut down on potential shipping problems. In addition, the Coast Guard provided multiple men and women as a part of intelligence and cyber detachments across Afghanistan.

On 24 April 2004, Petty Officer 3rd Class Nathan B. Bruckenthal, 24, from the USS Firebolt (PC-10), became the first Coast Guardsman to die in a combat zone since the Vietnam War. He was killed in a suicide boat attack on a Basra oil terminal off the coast of Iraq as the crew of the Firebolt performed their maritime security mission.

At the height its involvement in both wars, the Coast Guard deployed over 1,200 men and women, including about 500 reservists, 11 ships (two large cutters, a buoy tender, and eight patrol boats), 4 port-security units, law enforcement detachments, and other specialized teams and support staff in order to perform a wide range of operations in Iraq, Afghanistan, Kuwait, and the Persian Gulf.

Coast Guard units and personnel – both active and reserve component – continue to deploy to the Middle East region even after the end of Operation Iraqi Freedom and Operation New Dawn. The Coast Guard is charged with providing harbor defense and security to ports, seaward approaches, and waterways within U.S. Central Command's area of responsibility and ensuring the free flow of personnel, equipment and commerce in the region.

Hurricane Katrina

After Hurricane Katrina in August 2005, the Coast Guard dispatched a number of helicopters, fixed-wing aircraft, small boats, and Auxiliary aircraft as well as 25 cutters to the Gulf Coast, rescuing 2,000 people in two days, and around 33,500 people in all. The crews also assessed storm damage to offshore oil platforms and



US Coast Guard Port Security Unit patrols Umm Qasr

refineries. More than 2,400 personnel from all districts conducted search, rescue, response, waterway reconstitution and environmental impact assessment operations. In total, the Coast Guard air and boat rescued more than 33,500 people and assisted with the joint-agency evacuation of an additional 9,400 patients and medical personnel from hospitals in the Gulf coast region.

In May 2006, at the Change of Command ceremony when Admiral Thad Allen took over as Commandant, President George W. Bush awarded the entire Coast Guard, including the Coast Guard Auxiliary, the Presidential Unit Citation for its efforts after Hurricane Katrina.

The 2010s

The Anti-Drug Mission and the Budget

Due to Budget sequestration in 2013 under President Obama, the USCG's ability to interdict drug shipments to the United States was made more difficult due to a lack of resources, and interdictions were down 30 percent, while untracked shipments have increased. United States Southern Command's traditional support for the drug mission was cut back at the same time with no USN warships assigned to the theater.

Icebreakers

By 2015, due to lack of funding allocated to the billion-dollar class of craft, the United States was operating one medium and one heavy icebreaker, down from a fleet of eight. The Coast Guard estimated it needs three heavy and three medium icebreakers to fulfil its mission. With Russia operating about 27, China preparing to launch a second, and Canada, Finland and Sweden operating more than the United States, President Obama, various lawmakers, and the FY2017 Coast Guard budget request have called for funding at least one replacement for the Polar Star (which will reach end of life by 2020).

U.S. Navy Sailors Detained by Iran

USCGC Monomoy, a 110-foot Island-class patrol boat, received one of the first reports of the 2016 U.S.–Iran naval incident and assisted in the eventual rescue of ten American sailors, assigned to Riverine Squadron 1, who were detained by Iranian naval forces in January 2016. A Navy second class petty officer activated a radio beacon while at gunpoint. The signal was received by Monomoy, and information was passed to the group's parent unit, Task Force 56.7, aiding the search and rescue operation where eventually the cutter escorted the sailors to safety after they were released.

History of the United States Coast Guard

Future

The Integrated Deepwater System Program is designed to meet future threats to the U.S. from the sea. Although the program involves obtaining new ships and aircraft, Deepwater also involves upgraded information technology for command, control, communications and computers, intelligence, surveillance, and reconnaissance (C4ISR).

A key part of the Deepwater system is the Maritime Security Cutter, Large (WMSL), which is designed to replace the 378-foot high-endurance cutters currently on duty. This ship will have a length of 421 feet, be powered by a gas turbine engine with two auxiliary diesel engines, and be capable of 12,000 nautical mile voyages lasting up to 60 days. The keel laying of the USCGC Bertholf (WMSL-750), the first ship in this class, took place in September 2004. The ship was delivered in 2008. The second keel, USCGC Waesche (WMSL-751), was laid in 2005.



USCGC Bertholf (WMSL-750)

Another key vessel is the Maritime Security Cutter, Medium (WMSM), which will be 341 ft long, displace 2,921 long tons, and be capable of 45-day patrols of up to 9,000 nautical miles. Both the WMSL and the WMSM cutters will be able to carry two helicopters or four VTOL Unmanned Air Vehicles (VUAVs), or a combination of these.

Billions in cost overruns have plagued the Deepwater program. The GAO and agency observers have offered several opinions for this, and some have questioned whether the USCG should invest in greater number of less sophisticated vessel and air assets rather than paying dearly for cutting edge technology.

Frank LoBiondo 2018 Coast Guard Authorization Act

In December 2018, President Donald Trump signed Senate bill S. 140, also known as the Franklin LoBiondo Coast Guard Authorization Act of 2018. This legislation was proposed to approve the budget of \$7.9 billion which was allocated for operating expenses for the U.S.

Coastal Guard. An additional \$2.6 was authorized for the overall improvement of its infrastructure. It also authorized the active duty of 43,000 employees for 2018 and 44,500 personnel for the following year.

I recently became quite interested in the US Coast Guard since two of my family members have served or are serving. I am also surmising through the years that more Cogswell men and/or women have served or are serving presently in the United States Coast Guard. I believe in my heart that the US Coast Guard is as important as the Army, Navy, Marine and Air Force branches.

Our illustrious historian, database manager, now retired from these offices, served in the United States Coast Guard – Mr. **Donald James Cogswell**. He is a lover of history, our American history and our Great Nation of the United States of America. He went to boot camp in Cape May, New Jersey, June 1963 and graduated 16 weeks later. He served on the USCGC Sorrell, a buoy tender. This cutter was stationed in Sitka, Alaska. He was then assigned to the USCG Cape Romaine, a search and rescue cutter. Don then went to USCG Electricians Mate School and graduated. Don has served us well in all areas. His service time was 1963 to 1965. Thank you Don for your service.

My 20 year old grandson, **Collin Tanner** serves also in the United States Coast Guard and graduated from the Cape May Coast Guard Station. He did well in all areas and is doing well on his cutter. I am very proud of this young man and pray he reaches all the goals he has chosen in his Coast Guard career.

Ellie Gassert



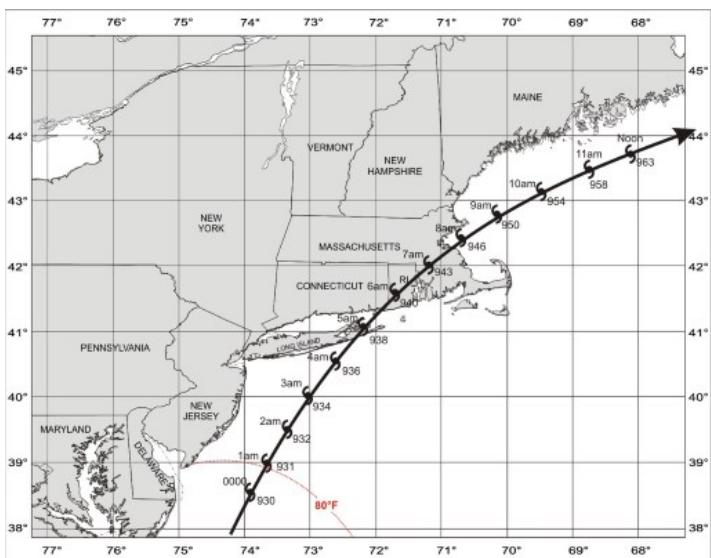
USCG Cape Romaine - Photo Courtesy Sea Scouts

The Great Colonial Hurricane and the Wreck of the Angel Gabriel—August 25, 1635



On the last Wednesday of May, 1635, the Angel Gabriel, a 240 ton ship set out from England, bound for New England. The ship had been commissioned as the Starre for Sir Walter Raleigh's last expedition to America in 1617. It was stout and built for combat armed with 16 guns, but on this final journey, it would cross paths in August with the most intense hurricane in New England history.

Alan Dunham of the National Weather Service office



Most likely track of the Great Colonial Hurricane of August 26, 1635, with hourly positions and central pressure in millibars.

Source: Atlantic Oceanographic and Meteorological Laboratory

in Taunton reviewed accounts from mariners and settlers of New England and pieced together an estimated storm track and surge pattern for the Great Colonial Hurricane of Aug. 25-26, 1635, which reportedly "caused ye sea to swell about 20 foote," and had the

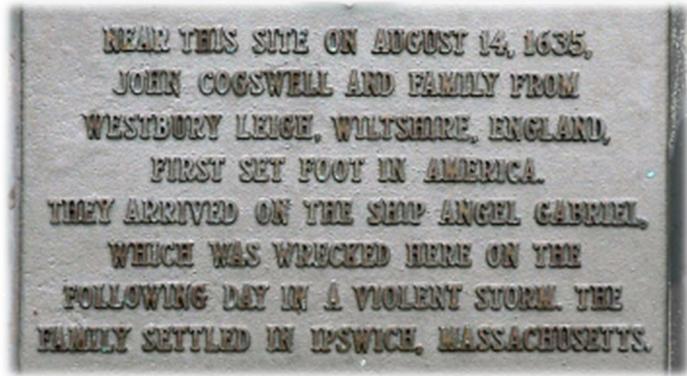
highest storm surge in recorded U.S. history. Many ships and lives were lost, including 21 passengers who had set out from Ipswich on August 21, 1635 on a small bark named "Watch and Wait."

The Angel Gabriel was captained by Robert Andrews of Norwich, Norfolk County, England and was joined on the journey by the James, the Elizabeth (Bess), the Mary and the Diligence. As they approached the North American coastline, the unusually powerful early season hurricane struck. The Category 3 hurricane was moving faster than 30 mph with maximum winds of 130 mph. The three smaller ships were bound for Newfoundland and outran the storm, safely reaching their destination.

The larger and heavier James and the Angel Gabriel were on a course for New England. The James anchored off the Isle of Shoals but all three anchors were lost. It managed to limp into Boston two days later, its sails ripped apart, with all one hundred-plus passengers surviving. The Angel Gabriel took refuge in Pemaquid Bay and most of its passengers managed to disembark before the ship broke apart and sank with the loss of several lives. A bark commanded by Captain Gallop made several trips to Boston transporting the survivors, many of whom made

The Great Colonial Hurricane—continued

their way to Ipswich and became prominent founding members of the community. A new [commemorative plaque](#) was installed at Pemaquid in 2010.



Pemaquid Point plaque commemorating the wreck of the Angel Gabriel

Cogswell, Burnham and Andrews

The principal passenger was John Cogswell from Westbury Leigh, Wiltshire, born in 1592. He was a man of wealth and standing, married to Elizabeth Thompson, a daughter of the Vicar of Westbury parish. They embarked with eight of their nine children on the Angel Gabriel accompanied by his servants and many of their belongings for the new settlement at Ipswich. Cogswell and his family were swept from the deck and washed ashore, and more than £5000 worth of property, including cattle, furniture, and money were lost to the sea. Cogswell and his family were eventually transported to Ipswich, where he acquired a sizable estate in an area called Chebacco, which is now Essex. A house on that property, [Cogswell's Grant](#) in Essex, is owned by Historic New England and is open to the public. Cogswell's reputation and his comparative wealth gave him a leading position in the town.



The first section of Cogswell's Grant in Essex was built in 1728 by a descendant of John Cogswell.

Also among the survivors of the Angel Gabriel who managed to eventually reach Ipswich were Deacon John Burnham, Robert Burnham, and Lt. Thomas Burnham, who was made Selectman in 1647 and was Deputy to the General Court from 1683 to 1685. In 1667 he was granted the right to erect a sawmill on the Chebacco River near the falls. He owned land both in Chebacco and in Ipswich, which was divided between his sons Thomas and James upon his death. Read more in "[The Cogswells in America](#)" and the [Cogswell Family Association](#).

John Burnham was the eldest of the three brothers who came in 1635, and was one of the first two deacons of the first church. He was an uncle of the John Burnham who owned a saw mill at the Falls and father of John Burnham Jr. who as late as 1693 was granted liberty to set a Grist mill on Chebacco river at the launching place.

One of the many historic properties associated with this family is the [Burnham-Patch House](#) at 1 Turkey Shore Road in Ipswich. Although it dates to the 1730's, it appears to have been built on the floor plan of an earlier house from the 1670's. Heavy quarter-round chamfered framing timbers in the cellar provide evidence of the earlier structure. The large ell on Poplar Street was added in the early nineteenth-century. The Burnham Patch house and the [Heard-Lakeman](#) dwelling across the street have two of the original covenants established with the Ipswich Historical Commission, featured in the book "[Something to Preserve](#)."



The Burnham-Giddings house, built by Thomas Burnham, descendant of the Thomas Burnham, survivor of the Angel Gabriel wreck.

The Great Colonial Hurricane—concluded



The David Burnham house in Essex

The David Burnham House on Pond Street in Essex is said to have been built c. 1684 by David Burnham, son of Thomas Burnham, and remained in the Burnham family for almost 150 years. It was the subject of restoration work in the early 20th century by the Essex Institute under the auspices of George Francis Dow. The kitchen fireplace was the largest known to have been uncovered in Essex County at that time.

[Captain Robert Andrews](#) and his three nephews who had accompanied him also settled in Chebacco. Land records from 1635 show that his house lot adjoined the properties of Thomas Firman, John Perkins Jr., John Cross, Richard Hoffield and Thomas Hardy. Andrews apparently decided he was through with the maritime industry, and was allowed to sell wine



The oldest part of the White Horse Inn, built by Corporal John Andrews, son of the captain of the Angel Gabriel.

by retail, “if he do not wittingly sell to such as abuse it by drunkenness.” His son Corporal John Andrews built the large house on High street, where he operated the [White Horse Inn](#).

Also among the survivors was John Tuttle, age 17 who settled in what is now Dover, New Hampshire, where he became known to locals as “Shipwreck John Tuttle.” There is a local tradition that he walked there from Pemaquid after the shipwreck. It is unknown if he was related to John Tuttle who arrived on the ship Planter in 1638 and settled in Ipswich. His son Simon Tuttle built a portion of the [Tuttle-Lord-Shatswell house](#) which still stands on High Street.

Further reading:

- [Wreck of the Watch and Wait](#)
- [The Great Colonial Hurricane, \(Miner descent\)](#)
- [The Journal of Richard Mather](#)
- [The Cogswells in America](#)
- [New England Historical Society](#)
- [Rootsweb](#)
- [History of Essex County](#)

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Where The West Begins

Speech by Hal Lieberman at the Cogswell Family Reunion, Sunnyvale, CA, August 23, 1997

The headline in the New York newspaper shouted, "Storm Rages Far West"; the dateline, however, was Pittsburgh, Pennsylvania. And then there was the student who wasn't sure where the Middle East was, but thought it was somewhere around Ohio. As one born and brought up in Ohio, I always knew better than that, but I always thought that I was living in the Midwest. When I moved from Ohio to Minnesota, I went from the easternmost to the westernmost part of what used to be the Northwest Territory. But along came Ken Burns, producer of the public television series on "The West." He said the West begins at the Mississippi River, so I still have a way to go, because I live about a third of a mile to the east of that great river.

Where the West begins depends upon where you are when you ask the question. To the Spanish in old Mexico, it was north. To the Russians moving across Alaska and down the Pacific coast, it was south. To the Chinese who came to labor on the railroads, it was east. And in his 1947 book, Inside USA, John Gunther reports:

In one sense California, Oregon, and Washington are not "the West" at all. In Portland I actually heard a lady say that she was "going West" on a brief trip - and she meant Utah! People on the Pacific Coast think of themselves as belonging to the "coast"; the "West" is quite something else again.

Of course, to English colonists like the Cogswells, getting ready to cross the vast Atlantic Ocean, the West was Cape Ann, Cape Cod, and Jamestown.

So where the West begins depends also on when you ask the question. In the 19th century Charles



Dickens got no farther than St. Louis. He went home convinced he had seen the West, and he declared it to be a fraud. To Hollywood movie-makers in the 20th century, the West was cowboys and cattle drives, buffalo herds, covered wagons and Indian attacks (even though in real life, wagon trains were almost never attacked by Indians). The West was Dodge City, Cheyenne, Laredo, Deadwood, Abilene, the Cherokee Strip - and all of these were east of the Rocky Mountains and all more than 1000 miles from the Pacific!

But let us go back for a moment, way back, to the idea of the West, an idea that had to be invented, because no one believed it existed. Remember that when Columbus sailed west, in his mind he was going to the East. It has often been said of him that when he started out, he didn't know where he was going; when he got there, he didn't know where he was; and when he got home, he didn't know where he'd been. And this was true. To Columbus, there was only Europe, Africa, and Asia, and what he had reached, in his mind, were the outlying islands of Asia. Close by would be the Pacific or the South Sea, so-called because it was south of Asia. Neither Columbus nor any of the other early explorers had any idea how vast the North American continent really was. And it would be almost three centuries before this vastness was recognized.

By the time the Cogswells had arrived, many parts of the Atlantic coast had been mapped reasonably well. Explorers had gone up many a river hoping that one of them would lead to the nearby Pacific. Despite every failure, the English clung to the fantasy. The royal charter of Massachusetts

Where The West Begins—Continued

granted the colony all the land west to the ocean; so did the charters of Connecticut, Virginia, and the Carolinas. None of these grants seemed absurd to English minds. Somewhere there was a river whose source would be close to the source of a river which flowed into the Pacific. Everyone knew that; it was only a matter of time before that passage, that Northwest Passage, would be found.

This was all fantasy, but the fantasy played a part, psychologically and politically, in making the United States a continental nation. From the first moment of settlement, the English colonies extended to the Pacific. This expectation born of fantasy was the first psychological bud which resulted, through the American Revolution, the Louisiana Purchase, and the Mexican War, in finally pushing the nation's western boundary to where the early charters said it was. The fantasy, the so-called "manifest destiny," eventually became reality.

For the Cogswells, the western movement may have begun, in a sense, in the 15th or 16th centuries. Many believe that the Cogswells were a branch of the Coggeshalls of Essex, England, who moved west. There are records of Cogswells in Wiltshire by 1545 and, since both areas were prominent centers of cloth manufacturing, the connection is plausible but not yet proved. What we do know is that migration in Elizabethan England was common, with only about 16% of families remaining in the same village for as long as a century, although the figure was probably higher for those of higher status.

So here we have the Cogswell family in Wiltshire for at least a century, perhaps longer. But by 1635, they had decided not move west — and west, by that time meant across the ocean. And so they became a part of the Great Migration. The Atlantic had become a highway, with many Englishmen coming to New England, some to Virginia and Maryland, and many more going to the West Indies.

Why did the Cogswells decide to move west? We can only speculate but some things are clear. The English economy, and particularly the cloth trade, had been depressed by the effect of war on European markets. John Cogswell may have envisioned a more uncertain future for his business. A major factor, however, was the matter of religion. The Cogswells were Puritans and things were getting more and more difficult for people with those beliefs. Once they were in Massachusetts Bay, they received freeman status, which was open only to church members. They also were prominent in church organization in Ipswich, so their religious views are clear. There is no evidence that they came to practice their profession in America; clothmaking was not an available enterprise at that time. But their farm management experience would have served them well in the New World.

They were, of course, wealthy enough to pay their own way to America. The Angel Gabriel was not a passenger ship and would have provided a rather uncomfortable passage. We do not know the cost, but records of other ships indicate that, for the average family bringing a ton of freight, the cost of the trip would be about thirty pounds or around \$9,000—\$10,000 in present-day money. Add to that the cost of servants, as well as of goods and animals transported on another ship, and it is clear that John Cogswell had the wherewithal to establish his family quite well in the New World.

And they were English! They may have left the mother country lock, stock, and barrel, but with much stock and many barrels, they quickly recreated a bit of England in their new home—a pattern followed by many migrants to New England, as well as to India, Australia, and elsewhere later.

While many newcomers struggled to maintain contact with the mother country, it is clear that most migrants to New England, including the

Where The West Begins—Continued

Cogswells, came to stay, because they tended to come over as families. This was not the case in many of the other colonies. Early on, males in Virginia outnumbered females by more than six-to-one, while in Massachusetts Bay the ratio was close to 1½ to one. This made for a more stable community experience in the early northern colony.

The New England settlers had another advantage, although they didn't consider it such for some time. New England was cold, much colder in the 17th century than it is now, colder by several degrees. The Puritans had arrived during the "little ice age," and this made for harsh winters and shorter growing seasons. But after the first few years, this proved to be a blessing. It made for an exceptionally healthy and invigorating environment, with some of the lowest mortality rates in the Western world. For example, the life expectancy of 20-year-olds was almost twice that of their Virginia counterparts.

And the variable four-season environment was stimulating. One visitor noted that New England children seemed normally to move at a full run. Another remarked that their elders invented the rocking chair so they could keep moving even while sitting still. These behavior patterns tended to be carried with them as later generations moved west.

By the time the first few English settlements, clinging to the Massachusetts coastline, had been established, Spanish and French explorers had penetrated vast areas of the interior, still searching for the route to the Pacific. In 1635, the General Court of Massachusetts Bay approved the establishment of the first town beyond the frontier. It was 16 miles from Boston and, because the Indians were friendly there, it was called Concord. Concord was the first of several towns, including Dedham and Sudbury, that became the new frontier towns.

And here we have the beginnings of a process that differed remarkably from the European experience. The European frontier was a border between two countries, a boundary line that marked the limits of political jurisdiction. The American frontier was the edge of settlement, a moving line along the wilderness. It was not a fixed border since it had no western limits except the ocean, wherever that was. As people moved, the frontier moved, and another area began to be called "the West."

You may be interested to know that the very first covered-wagon trek to the West was organized by the Rev. Manasseh Cutler of Ipswich. The company left Ipswich in December 1787 for the Ohio country and established the town of Marietta, the first permanent settlement in the new Northwest Territory. ("Pike's Peak or bust" and "Gone to California" came many years later.) We do not know whether these Ohio settlers moving to the frontier were aware of what had happened a few years before. In 1778, the English captain James Cook, together with a Connecticut Yankee marine, John Ledyard, explored the northwest coast to the Bering Strait. They became the first men in history to know for certain how wide North America is.

The Cogswells and most other immigrants tended to stay put for a generation or two. When people moved in those early days, they tended to move in groups, founding new towns not far from the first established ones. Individual females migrated more than males, but this was for marriage and was usually to a nearby town.

The Cogswell patterns of migration were probably similar to those of other New Englanders. As the population increased, so did pressure for land; hence, out-migration became common. Using the data provided in Jameson's Cogswells in America book, we can trace the broad outlines.

Where The West Begins—Continued

In the 3rd generation, the first Cogswell to leave the Ipswich area moved to Saybrook, Connecticut. Only by the 5th generation, around 100 years after their arrival, did a majority live outside of Massachusetts, though still in New England. One, however, had strayed all the way to New Jersey and another to Nova Scotia. By the 6th generation, Cogswells were found in New York state, a few in the Northwest Territory, one in Mississippi, and one in Grand Canary Island, but five out of six were still living in New England.

By the 8th generation, wonder of wonders, there were 16 Cogswells still living in Ipswich, now Essex, roughly 200 years after the Pemaquid landing of the family. However, the majority of Cogswells had left New England and were living in 23 other states and provinces from Prince Edward Island to California. A few had gone south, but only about 10% were beyond the Mississippi. Jameson's data are incomplete, of course, and probably are conservative in showing the extent of the Cogswell dispersion.

So the Cogswells moved west, but slowly. The watershed event for them, as for so many Americans, was the Louisiana Purchase of 1803. This not only doubled the size of the United States, but, equally important, it ensured that the federal union established by the Constitution of 1787 would begin to think of itself as the American nation. Significantly enough, in Thomas Jefferson's writing after 1803, the phrase "the United States," usually plural up to then, began to take a singular verb. America now had a continental presence.

And so we come to California, which really began with the establishment of the first Franciscan mission by the Spanish in 1769. It was almost exactly at this time that the first edition of the Encyclopaedia Britannica was published. Here in its entirety is the article on California, spelled with two L's:

CALIFORNIA, a large country of the West Indies, lying between 116° and 138° W. long. and between 23° and 46° N. lat. It is uncertain whether it be a peninsula or an island.

It should be noted that the Britannica did much better in its later editions.

By the 1830's and '40's, many Americans, especially New Englanders and including several Cogswells, had discovered the pleasures and treasures of what later came to be known as the Golden State. However, it was "gold fever" that precipitated the massive migration which we all know as "the gold rush." Although the discovery at Sutter's mill was made in January of 1848, little more than a week before California was ceded to the United States by Mexico, the event was kept quiet until May of that year, when a Yankee Mormon store-keeper from Sutter's fort broke the news in dramatic fashion in the middle of the Plaza in San Francisco. The effect was electric; within a week, the city lost almost two-thirds of its population. The mania spread to other parts of California and even into Oregon. Yet, strangely enough, the East was slow to comprehend. While small items about gold in California began appearing in Eastern newspapers as early as August of that year, they had little or no effect.

Soon thereafter, official reports of events on the Pacific coast began to reach President Polk in Washington - along with a small box of gold dust and nuggets sent by the American consul at Monterey. The President took notice; in his farewell message to Congress in December 1848, he observed: "Recent discoveries render it probable that these mines are more extensive and valuable than was anticipated."

Understated as it was, the President's announcement, together with the chest of gold now on display in the War Office, produced delirium. Within

Where The West Begins—Concluded

a month, 61 crowded ships were on their way around South America. New Englanders interested in moving to Michigan, Illinois, or Wisconsin, suddenly decided to seek their fortunes much farther afield. Some had the good sense to carry goods with them to sell upon their arrival. Others brought their professional skills. Few struck it rich in the gold fields, but a number remained to become permanent settlers.

Among them, as we all know and celebrate, was Henry Daniel Cogswell, a Providence dentist who patented a number of practical dental devices, including a method of securing dental plates in the mouth. Sailing from Philadelphia, he arrived in San Francisco on October 12, 1849. By 1850 he had established his dental practice there. He may have been the first dentist in California to use chloroform as an anesthetic in a dental operation. His wife Caroline arrived in November 1851. Henry Daniel's fortunes can be epitomized by entries in the city directory. First listed as a dentist or dental surgeon, by 1858 he was called a "dealer in real estate" and by 1874 a "capitalist." It is clear that the bulk of his fortune came from investment in real estate. In this activity he was following in the footsteps of many of his Cogswell forebears and other New Englanders of two centuries before.

It may seem surprising, but there was never a time in American history when land speculation was not a major preoccupation of ambitious people. It began within a single generation of the first settlements. Every town proprietor, every farmer with an extra acre of land, became a land speculator. As one scholar put it, "the humblest pioneers were apparently speculating their heads off." Behind this activity was the belief that, as population increased, land values would rise. The voluminous land transaction records of early New England towns attest to the extent of this practice. Many Cogswells were

involved in these doings, some successfully, some not. Henry Daniel turned out to be one of the more successful—or luckier—ones.

With California, one would think the West would have ended, but there was still the inland empire somewhat to the east to be settled—not mind the Indians! Remember that California was a state before Minnesota was. So I leave it to you to decide where the West begins or, indeed, where it ends. And I remind you of the role that logic plays when it is based on myth and fantasy. We are no more immune to it than the English, French, and Spanish were centuries ago. Mark Twain, in his *Life on the Mississippi*, pretty well summed it up in 1883 with this example:

In the space of one hundred and seventy-six years the Lower Mississippi has shortened itself two hundred and forty-two miles. That is an average of a trifle over one mile and a third per year. Therefore, any calm person, who is not blind or idiotic, can see that in the old Oolitic Silurian Period, just a million years ago next November, the Lower Mississippi River was upward of one million three hundred thousand miles long, and stuck out over the Gulf of Mexico like a fishing-rod. And by the same token any person can see that seven hundred and forty-two years from now the Lower Mississippi will be only a mile and three-quarters long, and Cairo and New Orleans will have joined their streets together, and be plodding comfortably along under a single mayor and a mutual board of aldermen. There is something fascinating about science. One gets such wholesale returns of conjecture out of such trifling investment of fact.

Cogswells in Canada



Barry Cogswell was a painter, sculptor, and ceramicist. He was born in England where he studied art and had a studio. He emigrated to Vancouver in 1969 and lived and worked there until his death in 2017. In his later years he painted works which dealt with the ongoing loss of species due to the appalling and catastrophic destruction of the world's rain forests.

Barry had been deeply involved in the making of art since the early 1960s. During the seventies and early eighties he had some success as a sculptor, and in 1983 was invited to exhibit in Stuttgart Germany in an exhibition showcasing contemporary trends in Canadian installation art. For personal reasons he then quit exhibiting and began developing work which, for him, more accurately reflected the realities of the world at the end of the 20th century. He found a way of combining his horror at the insanity of the human destruction of the natural environment with his desire to return to the discipline of painting.

He chose to paint details of the canopy of the tropical rainforest with renderings of assumed museum specimens of highly threatened butterfly species from the area of New Guinea.

As he said, "Suddenly there seemed a very valid reason to paint; to paint a subject that I care deeply about. To paint for myself . . . not for exhibitions . . . not for recognition . . . for myself alone."

MagnetTx Oncology Solutions Ltd. ("MagnetTx"), Edmonton, Alberta, the maker of the Aurora-RTTM, an open magnet MRI-guided radiation therapy system, announced today the appointment of radiation oncology device industry veteran



Michael (Mike) Cogswell as its President and Chief Executive Officer, effective immediately.

"We are delighted to welcome Mike as our new President and CEO," said Gino Fallone, Chairman of MagnetTx. "Mike's deep radiation oncology experience with fast-growing companies will be invaluable as we focus on the commercialization of MagnetTx's revolutionary technology – the Aurora-RTTM.

Cogswell formerly served as the Global Senior Vice President of Viewray, a developer and manufacturer of MRI-guided radiation oncology equipment. Before joining Viewray, Cogswell served as Senior Vice President of sales and marketing for Mevion Medical Systems, a leading provider of Proton Therapy systems. Mike also previously worked at Elekta from 2004 until 2011 and IMPAC Medical system before the Elekta acquisition. A clinical radiation therapist by education, Mike brings over 30 years of Radiation Oncology experience to his leadership role at MagnetTx.

Cogswell stated, "I am excited to join the MagnetTx team as we drive growth and innovation to benefit clinicians and cancer patients globally. The Aurora-RTTM technology will bring the most patient-friendly experience to market while allowing clinicians and staff to utilize existing department investments in workflow and systems."

Cogswells in the News



John Cogswell is a jeweler, silversmith, educator and author/illustrator. Recently retired from SUNY New Paltz, New York, he previously taught at Parsons School of Design, the Pratt Institute and Hofstra University. Cogswell is also the former director of the Jewelry and Metalsmithing Department at the 92nd Street Y in New York City. He is the author and illustrator of *Creative Stonesetting* and has served as a technical consultant and contributing author for several contemporary jewelry texts.

John has been an [Arrowmont](#) instructor for 30 years. He participated in the new video series, [Arrowmont Craft Conversations](#), and shared some of his history and why he returns to Arrowmont year after year.

He shares the following advice for functional silversmith design:

"One of the things we do, as silversmiths, is everything that we make has a purpose and has a function. One of the things that I try to impress on all of my students is to say to them...[your object] should fulfill three functions:

1. It should look good to the eye
2. It should feel good in the hand
3. It should do/serve the function for which it is designed. It should do what it's supposed to do."

John said in an interview with Zina Saunders, "By the time I'm partway through a piece, my mind is always on the next project. And I love that. My wife says I just sort of bounce off walls and wander through life, and I probably do. But it's a wonderful journey, and I like not knowing what tomorrow will bring, because every discovery is fresh and new."



From Camille Cogswell (on Facebook):

Opening this issue of @foodandwine today was a bittersweet moment. A month ago I was let go from my position as Executive Chef at K'Far, just a couple of weeks after this photo was taken and I was announced as one of this year's Best New Chefs. It's emotional for me to look at this article: photos, words, and recipes frozen within a different space for me then vs now. After over 4 years with this hospitality group and an intense but rewarding year of opening this restaurant, it's been tough to let this place go. I'm looking forward to the time of exploration and possibility that is in front of me. I'm excited to figure out what exactly MY food & style is, after learning through so many other chefs' kitchens over the years. I'm allowing myself the time to reflect on the path I've taken so far and to create a fresh mission for myself moving forward with happiness and community taking priority. I'm sooooo grateful for this class of Best New Chefs who are truly inspirational peers, empathetic leaders, and compassionate humans. Thank you @khushandoj for including me among them. Cheers to whatever the next chapter ends up being. For myself, our industry, and our world. Bring on the change!

Cogswells in the News—concluded

Ben Cogswell - MATESOL '07, a graduate of the Middlebury Institute's Teaching English to Speakers of Other Languages (TESOL) degree, was awarded the Crystal Apple Award for taking remote kindergarten teaching to the next level during the Covid pandemic.



"He is genuinely among the most inspiring and creative teachers that we have met as part of the Pebble Beach Company and KSBW Crystal Apple program, a truly nice and funny guy," KSBW News Anchor Dan Green said on the broadcast when he announced the award on April 30th.

Cogswell teaches kindergarten at Bardin Elementary in Salinas, California. He has been using technology in his teaching for years, and transitioned his class quickly to virtual learning when the global pandemic made that a necessity. "I do my best to treat it like the actual classroom," he shares. "For example, in a classroom setting we listen to each other politely: eyes on the speaker, peaceful hands, and mouth closed. We do the same thing in a Google Meet! Also I think about how to engage them on the other side of the camera to make sure they are not just sitting there passively during their learning time!"

WHERE ARE THE FLYING CARS?
WHERE ARE THE MOON COLONIES?
WHERE ARE THE PERSONAL
ROBOTS AND THE ZERO GRAVITY
BOOTS, HUH? YOU CALL THIS A
NEW DECADE?! YOU CALL THIS
THE FUTURE?? **HA!**



Spanish-born and Dubai-based sprinter **Daniela Cogswell** has verbally committed to the Cal Bears for fall 2021. Cogswell trains with Hamilton Aquatics in Dubai.



"So excited to announce my verbal commitment to UC – Berkeley! I'd like to thank my family, coaches, teammates and friends for all the support. Big thanks goes out to Coach Ash Morris and of course to my future coaches, Coach McKeever & Coach Korman for this great opportunity. Go Bears!!"



John and Patrice Cogswell have made the Vail Valley, CO, their home for 43 years. The Cogswells, until recently the owners of the Squash Blossom and the Cogswell Fine Art gallery, came to Vail

in 1976. After talking with several prospective buyers the Squash Blossom is in the hands of former employee Kevin Magner and his wife, Hillary. For now, the Cogswells are looking forward to some time off. But don't expect either one to just start rattling around the couple's home overlooking Lake Creek. There's too much else to do. There are four grandchildren to enjoy, and now there's time to hike, bike or ski.

Births, Marriages & Deaths

Michael Cogswell, who turned Louis Armstrong's trove of memorabilia into a scholarly archive and transformed the joyful trumpeter's two-bedroom brick house in Queens into a popular museum, died on April 20 in Manhattan. He was 66. His wife, Dale Van Dyke, said the cause was complications of bladder cancer.



When Armstrong died in 1971, he left behind 72 cartons packed with artifacts from his decades as probably the most celebrated figure in jazz. Inside the boxes were 650 reel-to-reel tape recordings of songs, ideas and conversations; at least 5,000 photographs; 86 scrapbooks; 240 acetate disks of live recordings that he made at home; five trumpets; and 14 mouthpieces. And, consumed by the life and career of Armstrong, Mr. Cogswell rarely played the saxophone again.

"Before the job, there were two people in this marriage," Ms. Van Dyke said in a phone interview. "When Louis came into Michael's life, he came into my life, and all of a sudden there were three people in this marriage, and that was fine with me."

The archive was only the start of Mr. Cogswell's 27-year association with Armstrong's legacy. Over the next nine years, as the executive director of what would become the Louis Armstrong House Museum, Mr. Cogswell worked with a small staff on a \$5 million renovation that preserved the house — lavishly decorated, on 107th Street in Corona, a working-class neighborhood — as if the Armstrongs were still living there and created a museum inside it.

In the basement is a permanent exhibition featuring Armstrong's gold record for "Hello, Dolly!," a trumpet given to him by King George V of England and a manuscript Armstrong wrote about living in Corona.

From The New York Times, April 25, 2020, by Richard Sandomir.

Douglass Cogswell, a veteran hospitality industry executive for The Broadmoor and Antlers hotels in Colorado Springs and some of the state's premier ski resorts, died Nov. 20 after battling Alzheimer's disease for a decade, according to his family. He was 71.



"He was a person, in my opinion, that had no enemies," said cousin Wilton "Buster" Cogswell III, a Springs attorney. "He was just really a likable, kind-hearted, capable person, always cheerful and smiling."

Born in California, Douglas Cogswell graduated from Cheyenne Mountain High School in Colorado Springs in 1964, attended what was then Mesa State College in Grand Junction and served in the Navy as a medical corpsman in Tennessee, according to a family obituary and Cogswell's resume. After he returned to Colorado, Cogswell graduated in 1973 from the University of Colorado at Boulder with a bachelor's degree in business.



From Facebook: **David Cogswell** – Aug 1930 - Jan 2020. Dragon Boating will miss this wonderful man. It is with regret and sadness that I write this notice to inform the wider Dragon Boat community of his passing.

David was Secretary/Treasurer and Membership Secretary of the British Dragon Boat Racing Association.

Editor's Note: We can watch annual Dragon Boat races from our balcony overlooking the Banana River lagoon in Cape Canaveral, FL.



Officers & Directors

Incorporated Massachusetts, February 17, 1989
 Founder & First President—Cyril Gray Cogswell

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Directors as of Annual Meeting, July 19, 2019

<u>Term: 2017 - 2020</u>	<u>Term: 2018 - 2021</u>	<u>Term: 2019 - 2022</u>
Patti Cogswell	Virginia Bohn	Prescott Cogswell
Don Cogswell	Brenda Cogswell	Carolyn Cogswell
Brenden Martin	Richard Ziegler	Eloise Gassert
Bruce O'Connor	(Vacant)	Tammy Walker

Cogswell Family Association
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Amendment to the Association Charter

On March 14, 2020, our attorney, **Connor Cogswell**, filed an amendment to the Association Charter. The original charter can be found on the CFA website...

ARTICLES 4(A)-4(G) OF THE ORIGINAL ARTICLES ARE RESTATED.

ARTICLE 4(H) IS ADDED, AS FOLLOWS:

4(H). A MAJORITY OF THE BOARD OF DIRECTORS THEN IN OFFICE MAY AMEND, ALTER, OR REPEAL THE BYLAWS IN WHOLE OR IN PART AT ANY TIME.

Inside this Issue

History of the United States Coast Guard	Page 1
The Great Colonial Hurricane and the Wreck of the Angel Gabriel—August 25, 1635	Page 13
Where The West Begins	Page 16
Cogswells in Canada	Page 21
Cogswells in the News	Page 22
Births, Marriages & Deaths	Page 24
Officers & Directors	Page 25
Amendment to the Association Charter	Back Cover