

THE IRONMAN—A DOUBLE ENDER’S NEWSLETTER

Membership Scorebox

Current	61
Past Due	79
Snail Mail Addresses Only	89
Email Address	405
Total Shipmates	1,474

Dues Notice!
Please be sure to check your mailing label or email notation.
If it doesn't say Current above your name at the top of the label, you should renew your annual dues. To reach the greatest number of shipmates, we will publish the complete Association newsletter to any valid email or snail mail address. Your dues payments make this possible.

Another Day

[This is a reprint of an article in Family Gram 3-66 published 10 August 1966]

By Mark E. Murray, STG3

The time is ten-thirty A.M., 27 July 1966; the place is SAR (Search and Rescue) station, twenty miles off the coast of Viet Nam. You can name the islands and coastal land marks of Viet Nam as you might name the streets in your hometown. Heat waves shimmer from the dark gray decks like millions of transparent fingers. The temperature is 90 degrees and climbing. This is what greets the sailor every morning.

The shrill scream of the boatswain’s pipe brings in the new day; men began to move about their duties. On the fantail is our helicopter so aptly name “The Green Dragon.” The copter crew begins the never-ending job of lubricating, painting, cleaning guns and making electrical checks. The Green Dragon and its crew must be ready at a moments notice to swing into action – preparedness is their byword.

Overlooking the Green Dragon is one of the Reeves two powerful terrier missile launchers. The missile men and fire control men are scurrying about the launcher performing electrical checks and launcher practice. It is their task to keep this potent weapon ready for utilization. There is no confusion or disorder but the quiet professionalism of men who know their job.

Amidships are the twin three-inch fifty caliber mounts – and the gunners mate’s enormous “No Smoking – Live Ammunition” signs decorate the twin mounts. While three men sand down the long cylindrical barrels of one mount in

preparation for painting, the leading gunners mate inspects the gleaming bore, with its gentle swirl of steel leading to the muzzle. The men crawl over the gun like ants over a lump of sugar, displaying efficiency born from practice and training. As I leave the three inch mount, the loud staccato of a machine gun shakes me from my thoughts. Below the wing of the bridge, a young gunners mate is under instruction in the operation of our newly acquired fifty caliber. His sweat streaked, sun-tanned features are set in a grim mold of seriousness. With every recoil, his corded forearms jerk spasmodically. The instructor beside him gives the sign for “cease fire”; the firing stops. The tall red haired teacher explains the advantage of bursts for accuracy and cooling allowance to the young gunner.

The signalmen who are constantly in the broiling sun have tans beyond belief in a deep, dark, rich color. The brown men send and receive messages by flags, semaphore and flashing light at an almost inhuman rate. A signalman two hundred yards away on an escort ship stands wildly flailing his arms and going through weird contortions as he sends a message. The man beside me nods his head knowingly, scribbles six sentences on a board and sends him the acknowledged “understood.” Scanning the horizon are the trained eyes of the lookouts; like the signalmen, they have deep dark tans, the sharp eyes and sharper reflexes.

Studying intently, the helmsman watches the great panel of glowing wheels, dials and indicators with a firm grip on the giant brass wheel. In each hand the lee helmsman holds a lever to the

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The President's Page



On the verge of winter

Greeting to the Reeves Association Family;

Now that autumn has put a colorful

but convincing end to summer, it is time to once again get ready for the winter that awaits us. I know this doesn't sound like much fun, but it sure beats the prospects of listening to the impending election blivet. You all may remember a blivet as the peculiar condition where five pounds of *stuff* is contained in a one pound bag. Well this could very well be the political version of the proverbial blivet - with 10 years of election talk stuffed into the next 10 months. Yikes! Maybe winter's not a bad deal in comparison. If nothing else, we can sit back and see how Mike's dire prediction of treacherous weather in the inland north-west pans out. There are lots of possibilities up there in the upper left, and I'm sure Mike will take advantage of his abundant free time to keep us fully up to date.

From a more realistic standpoint, I was pleasantly surprised to hear that we got some pretty good responses back from our September newsletter. I'm reasonably sure that my article didn't have much to do with it, but none the less, we got the attention of a few more shipmates to join our ranks. That in itself is encouraging. So now that we can officially consider the build-up to Charleston '12 as underway, I'd really like to keep that ball rolling. Our job now is to get our message out to more ship-

mates, and convince them that they should join up with us. Each reunion to date has proven "the more the merrier", so we owe it to ourselves to keep up the search for new members. However, we can get only so far with our newsletters, as we already send everything we get out to everyone we know. I'm guessing we need to know a few more people.

To assist with that effort, we are launching a few initiatives. The first effort is to produce a few trinkets that may be of great interest to our members. You may remember that we spoke last year about getting together some purely "Reeves" items for our ships store. Not having the budget to stock a whole lot of sizes or specialty items, we decided to run with a few things our shipmates would like to have. We are now looking into original quality ships ball caps for both the DLG and CG crews. In looking through a few of the old posts to our web site, there were more than a few comments that our shipmates wished they had saved their original ships ball-caps. We can't help you with the one you once wore, but we can find some of the same type and quality you'd consider as a replacement.

The second item of interest is a USS Reeves Challenge Coin. These are pretty popular these days, and something that I would personally love to have. Jeff Wofford (FTM2 81-85 and former Reeves Association Vice-President) has made a few connections through designing coins for the Hickory Aircraft Museum. He

sent me a sample of the coin they purchased, and it is a beauty. We're working together on a design that captures our association logo on one side and a ship's silhouette on the other. It sounds simple, but there are plenty of combinations and choices to consider. I'm sure we can come up with something really special between now and the reunion. If we do it all according to plan, it'll be the best combination of desirable to have and reasonable to purchase. I'll keep you posted on our progress.

Next order of business is creating some funding for the process. Jeff and I have agreed to front the money needed to get the coin order moving. The hats will likely come out of association money, but we still have to see how the anticipated costs stack up against our meager treasury. Our policy has always been to not spend what we don't have, so we'll see where this takes us.

This brings me to the point where I have to encourage everyone to get current on their dues. This could require the use of a weapon even more deadly than sarcasm and that could only be guilt. I'll start with me. It was recently pointed-out to me (by my friend and our esteemed treasurer - Mike) that I am currently in arrears on my association dues. I was hopeful that this could be grounds for impeachment, but it is more likely that I am likely to be reminded of my missed obligations with somewhat increasing regularity. Not having any other clear path to sal-

(Continued at Message on page 4)

Mail/eMail/Decklog From Our Shipmates —

I would like to thank you for including the article about Cdr Foster. For the last 45 years I have wondered if he survived and what became of him. I was on deck watching when he hit the water and our boat was there to pick him up.

Word was passed to not take any photographs.

Charles E. Carroll

MMCM, Ret.

(Regarding the article in the last issue about a helo crash on the fantail and the sighting of a Soviet sub...)

Hi Mike,

Thanks for the membership update.

I was looking thru the pictures that have been posted and found the Submarine and Helicopter.

They are under Jack Stewart/Chuck Sauls. Still don't know the date this occurred but maybe someone else can provide more details.

35850033; 35850034; 35850035;
35850042; 35850043; 35850044;
35850045.

Robert Dudley

(Ed. These photos are located at our website at the Ship's Photos page)



Michael,

Prefer to receive the newsletter via email as noted with this mailing. Great job, appreciate coming back into the fold. Find interesting the gaps of members during certain years.

Mark Woodside (April 76-April 78)

Thanks for a great newsletter.

For future consideration think about Waterloo, Iowa for a Reeve's reunion. The USS Frank E. Evans (DD 754) Association had our reunion there in September, BEST REUNION EVER! Waterloo is the home of the 5 Sullivan Brothers so it is a Navy town.

The city and the CVB offer Associations the opportunity to receive Grants. We received a \$ 5K grant. It paid for all the entertainment and tour transportation. We had a live band, Choral Group, Kelly Sullivan-Loughren and Hannah Ackerman for entertainment. If you are interested in the location for your next Mid West rotation, let me know and I can steer you to the right people.

I have to admit I had concerns about going to Waterloo, now I am sold on the place. Our membership indicated they would return in a heart beat

Best Wishes

Steve Kraus (68-69)

"Lest we Forget"

The Reeves reunion hats are great conversation starters with other vets. Went to an Amish Market and a Blue Grass Festival over the weekend and had conversations with a SeaBee, a crew member off an Oiler and a retired Army vet. Come on down to Charleston next year and get one of these hats and get to know some of

your old shipmates and others that have been there and done that.

Gerry Hines

My first ship and my favorite. Only spent a short time onboard and took her on her last deployment to the Persian Gulf. GMMSN Feb-Nov '93 CM Div.

Craig Barnard

Onboard Reeves 74-75 including the I/O Cruise. Probably the best ship I served on in my 20 years and one of the greatest A/S divisions I ever had the pleasure of serving. Thanks for those memories.

Jerry Maske

I read the ship's operational history but never did it mention the ports that the REEVES visited during my tour of duty aboard her, ports such as Sri-Lanka, Karachi Pakistan, Mauritius, and Kenya. I wondered why .

Reynaldo Y Saavedra

(Ed. This points out that we really do need to get a complete set of Command Histories and/or decklogs.)

The newsletter works!

In the last issue, HMC Otis Spencer told us that he had lost his ribbons, decorations, commendations and valuable Navy papers in a California fire storm.

QMCM George Luhrs was onboard at the same time as Chief Spencer. Master Chief Luhrs had kept a lot of stuff from his 17 ships and 37 years in the Navy. He had the documentation that Otis needed to replace his lost items.

We were able to get Otis and George together so that the Master Chief could provide the information.

It's not too often that we have to reach out like this and help a shipmate from 40 or 50 years ago. In this case, we were able to make it happen. Stay tuned...

President's Message (continued from page 2)

vation, I put a check in the mail. Now it is not my intention to guilt anyone out of a few bucks..... but you know who you are. Piggy bank, check book, salvation! What a plan.

Here's wishing you fair winds and following seas, along with a winter fairly free of complaint.

Tom

Ed.: Actually I didn't bug Tom about his dues...I sent him the same email editions of the newsletter that you all received...with the same status message. Regardless, it seems to work with everyone. Score one for the old guy.

Progress by Paul Spiewak, Reunion Friendly Network (An Opinion)

Paul Spiewak is the founder and leading force behind the Reunion Friendly Network which helps organizations like ours to create successful reunions. He has been in the reunion business for many years. He provides a weekly message to organizers that is always a great read.

A few weeks ago, this message was about innovation. Many people, particularly those in my generation, fail to grasp the extent by which civilization is advancing. It is a fact that more technological progress has been made in the last ten years, than in the prior ten thousand! That rate is still increasing.

The benefits are improving our personal lives, and are creating wealth, creating new jobs, creating a healthier population, despite government interference, government bumbling, and a horrible tax code. Government policies, excess taxation, and surely ineptness and ignorance, are major impediments.

Despite this, there is something called the entrepreneurial spirit. Here are a few examples of what companies,

many of them small, are currently engaged in doing.

- Upgrading the human species through genetic mapping and modification
- Growing new replacements for all manner of human organs
- Cures for a myriad of diseases and conditions that shorten our lives
- Eradication of joint and tissue inflammation, obesity, alzheimer's, liver and other cancers, and almost ALL human viruses, including flu, herpes, and more.

This is wonderful news, you might think, but there is another problem – actually several more. Some of these are:

- Increased population
- More housing using more arable land
- Increased use and potential shortages of oil, metals, and FOOD & WATER
- Increased pollution
- Lack of jobs

We can perhaps live with all of these, except a shortage of food and potable drinking water.

Each of us has the choice of either doing something about it, or ignoring it. A lot depends on your personal level of entrepreneurship, your personal situation, and your willingness to take risks.

If I were younger, for example, I think I would look for a better place to live, a place where food and water would never be a problem.

The world is changing rapidly. Governments are getting worse. Yet, we all should be aware that it is the cutting edge of technology that will ultimately be our salvation – but, unfortunately, not for all of us.

That's the way it looks to me.

Paul

<http://www.reunionfriendly.com>

Correction

In the last issue of the newsletter (Summer 2011), in the lead story (USS Reeves' first SAR Mission in 1966) we reported that the ship's first deployment to WESTPAC occurred in 1966. Shipmate Don Poush (1964-1965) recalled

being onboard in 1965 for the first deployment.

This certainly emphasizes the need to get a complete set of Command Histories from the National Archives for the service life of the USS Reeves.

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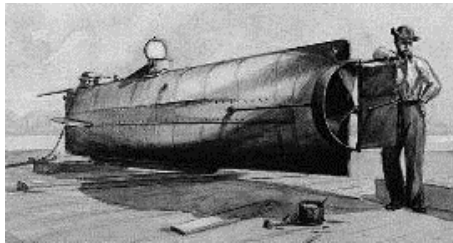
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Welcome to Charleston and the East Coast—Our Next Reunion

Yes, we're going to Charleston for the 2012 reunion. The contract has been signed and the dates are set (October 4th through October 7th).

Back in the day, Charleston had a large Naval Base before BRAC shut it down. Now, the CSS Hunley is the only naval vessel berthed at the former Naval Base in a really, really big fish tank.



CSS H.L. Hunley

Charleston survived the shutdown and still has a tremendous amount to offer. It has been rated as the second most popular destination spot in the U.S., edged out by San Francisco by less than one percentage point.

For the Navy side, there is the Patriots Point Naval and Maritime Museum. Tour the USS Yorktown (CVA-10), USS Clamagore (SS-343), Medal of Honor Museum, Cold War Submarine Memorial and the only Vietnam Support Base Camp in the U.S. It's history you can touch.



USS Yorktown circa late 1960s

History buffs have access to Fort Sumter, Fort Moultrie, Sullivan's Island, the Battery, Magnolia and Boone Hall plantations, Middleton Place and Drayton Hall, just to mention a few of very many.

Our hotel is very near the airport, so shuttle service will be available. If there is a large enough registration for tours, there will be tours arranged for Friday, Saturday and Sunday.

There are some dinner cruises available — can be set up if there's enough interest.

Our hotel rate at the Radisson Charleston Airport is locked in at \$94 per day, and has many amenities included.

Having been personally stationed in Charleston in the late 70's and early 80's, this is a new and revitalized town. First of all, look at the Cooper River Bridge photo below...it's not the same bridge from the forecandle or bridge of a destroyer back when—before BRAC.



Battery Park

If you are a Civil War history buff, this is the place to visit. Ft. Sumter was the opening act of the War Between the States.

And there is so much more to be seen and experienced in Charleston. Hank's Seafood Restaurant by the Charleston City Market probably serves the best she-crab soup in the area.

One of the oldest colonial cities, (Charles Town, established in 1670) Charleston offers a glimpse of our colonial and antebellum past, the battle to keep us together as a young nation, and the reservoir of our earliest heritage.



Fort Moultrie National Monument

Join us for Reunion 2012 in one of our earliest naval seaports.

October in the Carolinas is a great time to visit the Low Country. Strongly recommended:


- Fort Sumter
- A carriage ride
- The Battery and homes South of Broad
- A walk down Legare Street
- Middleton Place
- Poe's Tavern after the beach
- Golf on Kiawah Island

And, lastly
Dinner at the Peninsula Grill

And, it's a great place to meet all of your shipmates. Reservations at the Radisson Charleston: call **(843) 744-2501** and **be sure to mention the USS Reeves Association.**



New Cooper River Bridge



Southwest Airlines began service to Charleston Mar 13th (2011) with 7 daily non-stop flights to four destinations: three to Baltimore/Washington, two to Chicago Midway, one to Nashville, and one to Houston Hobby.

Financials

USS Reeves Association	
2011 Income Statement YTD	
<u>Income</u>	
Reunions	\$0
Program	\$1,810
Total Income	\$1,810
<u>Expense</u>	
Advertising	\$81
Newsletters	\$670
Program	\$63
Reunions	\$259
Total Expense	\$1,073
Net Income	\$737
2011 Assets Statement YTD	
Cash Assets	\$3,050
Liabilities	\$0
Net Equity	\$3,050

Charitable/Educational Objectives

The USS Reeves Association is an educational, non-profit 501(c)(3) organization registered with the Internal Revenue Service, FEIN 86-1163983. For that purpose at the 2010 business meeting, it was recommended that future excess funds be used for donations and scholarships as determined at business meetings starting in 2012.

S.O.S.

The new ensign was standing his first night watch on the bridge of a destroyer. Far out on the horizon, the USS New Jersey was conducting a night gunnery exercise.

The ensign, seeing the flashes of light from the battleship, ran excitedly up to the signal bridge and pointed out the "Morse code" coming from the other ship.

Ensign: "What are they saying? What are they saying?"

Signalman: "Boom. Boom."

...I Didn't Know That!

Most of the old time entertainers were made out of a lot sterner stuff than today's crop of activists and whiners. The following is from an Army Aviator who takes another trip down memory lane:

It was just before Thanksgiving '67 and we were ferrying dead and wounded from a large GRF (Ground Relay Facility) west of Pleiku, Vietnam. We had run out of body bags by noon, so the Hook (CH-47 CHINOOK) was pretty rough in the back.

All of a sudden, we heard a 'take-charge' woman's voice in the rear.

There was the singer and actress, Martha Raye, with a Special Forces beret and jungle fatigues, with subdued markings, helping the wounded into the Chinook, and carrying the dead aboard.

'Maggie' had been visiting her Special Forces 'heroes'.

We took off, short of fuel, and headed to the USAF hospital pad at Pleiku. As we all started unloading our sad pax's (passengers), a 'Smart-Ass' USAF Captain said to Martha....

"Ms. Ray, with all these dead and wounded to process, there won't be time for your show!"

To all of our surprise, she pulled on her right collar and said... "Captain, see this eagle? I am a full 'Bird' Colonel in the US Army Reserve and on this (*her left collar*) is a 'Caduceus' which means I am a Nurse, with a surgical specialty.

"Now take me to your wounded."

He said, "Yes, ma'am.... Follow me."

Several times at the Army Field Hospital in Pleiku, she would cover a surgical shift, giving a nurse a well-deserved break.

Martha is the only woman buried in the Special Forces cemetery at Ft. Bragg. **H a n d S a l u t e !**



Morning Muster

Ensign Montgomery was holding morning muster.

"JACKSON?"

"Here!"

"KIBBEY?"

"Yo."

"STEPHENS?"

"Present, sir."

"ROBBINS?"

"Yo."

"SEEBACK?"

(Nothing)

"SEEBACK?!"

(Still nothing)

"DAMMIT, SEEBACK!"

The Chief quietly tells the Ensign,

"Turn the paper over, sir."

...it must be Ensign Pulver month. *BYT (Before Your Time)? Watch "Mr. Roberts" on DVD.*

News Sources

At the urging of our shipmate, Eric Wenzel (our Recording Secretary), we are providing extracts from Veteran's RAO Bulletins that are published twice monthly by Lt. James "EMO" Tichacek, USN (Ret) Associate Director, Retiree Activities Office & U.S. Embassy Warden Baguio City RP

raoemo@sbcglobal.net

http://post_119_gulfport_ms.tripod.com/rao1.html

We receive news from Navy News Media Resources at:

<http://www.navy.mil/swf/index.asp>

News from shipmates, emails and web deck log comments are also gathered for publication. So keep those cards and letters coming!

From Jim Flynn's *Best Weekends*

Despite its charm and southern sophistication, Charleston has a bit of a quirky personality as well. How else do you explain that it's against the law to cook a hamburger any way other than medium well? Or that the liquor bottles in all the restaurants and bars are the little ones served on the airlines? The best reason we heard, true or not, for that was that Seagram's makes all the little bottles and they were a major contributor to Strom Thurmond's Senate campaigns....you can guess the rest.

My favorite Charleston quirk though, is the system for regulating where the horse drawn carriages go. Once the carriage is full, the driver pulls up to



Rue de Jean

a gatehouse. The gatekeeper puts a little ping pong ball in an air bin (like the lottery) and the number that comes up is the area of the city the

carriage can go to. They even put a special license plate on the carriage indicating where the carriage can go. I asked the gatekeeper how I would be able to get to a certain part of the city and he said, "gotta wait for that number to come up." I said, "what if it doesn't", he said, "you gotta wait longer", I said, "you mean I could come and pay 10 times and still not go where I want?" and he said, "yup" and I said, "doesn't that seem a little strange to you," and he said, "nope." Ah, the South, you gotta love it.

<http://www.bestweekends.com/overview.php?dest=CHARLESTON>

Credit Score Update

There are a lot of misconceptions about credit scores and lending practices. Here are several common credit score myths that repeatedly surface:

Myth #1: Every inquiry for credit costs 5 points.

Fact: There is no fixed set number of points that an inquiry will cost. Generally speaking, inquiries have a relatively minor contribution to the overall score.

Myth #2: Part of my credit score is calculated based on where I live.

Fact: Credit score calculations do not factor in where you live (city or zip code, for example). Effectively managing your credit, on the other hand, will result in a higher score—regardless of whether you live in Beverly Hills, Calif. or Zanesville, Ohio.

Myth #3: A bankruptcy will haunt my score forever.

Fact: While most negative information must be removed from your credit report after seven years, the Fair Credit Reporting Act allows bankruptcy to be listed on your credit

report for up to ten years. It's true a bankruptcy will negatively affect your score, though the impact on your score lessens over time as the bankruptcy ages.

Myth #4: A short sale has less of an impact on a score than a foreclosure.

Fact: The presence of either a foreclosure or short sale information on a credit bureau report is considered negative by credit scores, as it is predictive of future credit risk. Generally speaking, both will have a similar impact on a score.

Myth #5: Making a lot of money results in a higher score.

Fact: Your income does not have a direct impact on credit bureau scores, as your income information is not recorded on your credit report. The score focuses on how you manage your credit—not on how you could manage your credit given your income.

Myth #6: Going to a credit counseling agency will hurt my score.

Fact: Not true. An indication that you

are working with a professional credit counselor will not, in and of itself, hurt the score. However, negotiated settlements on balances owed with your creditors may affect your score if the lender reports it as such.

Myth #7: Carrying smaller balances on several credit cards is better than having a large balance on just one card.

Fact: Not always. A credit score will often consider the number of accounts or credit cards you carry that have a balance, in addition to your overall utilization of available credit. Thus, you may lose points for having a higher number of accounts with balances.

Myth #8: 850 is the perfect score.

Fact: While 850 may be the highest FICO score, it is not a "perfect" score. The "perfect score" is what a lender requires to approve you for the credit & credit terms you are seeking.

[Source: Military.com Tom Quinn article 22 Sep 2011 ++]

Another Day (continued)

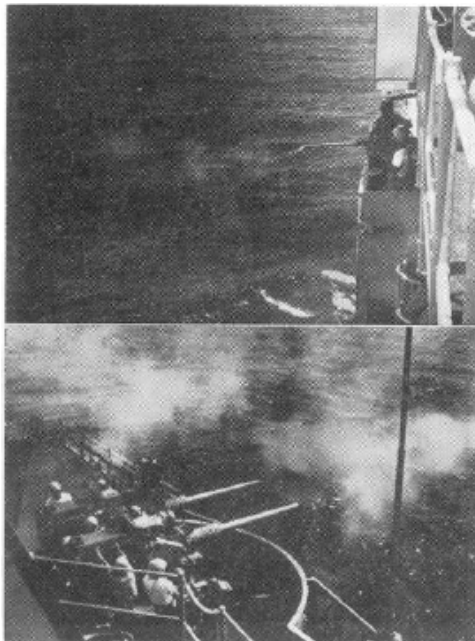
engine order telegraph which transmits orders to the ship's engineer. When given the word from the Officer of the Deck, the lee helmsman implements the order accordingly with a great clang of bells and buzzers. Meanwhile, on the bridge sits the Captain looking out across the placid sea knowing that on his shoulders rests the awesome responsibility for the ship and the crew. Here is a man that has a quiet pride in his ship and in his men.

From the bridge I watch the gymnasts of the Navy, dangling precariously on mobile scaffolds hung by strong manila lines, standing, painting and scraping. The boatswain's mates and deck crew are like monkeys climbing over the ship's superstructure, repairing and painting where the sea's salt spray, sun and wind have done their damage. Each man carries out his assigned task under the stern watchfulness of the fabled "Boats." An inch long cigar protrudes out from the corner of his mouth and great sprawling sea serpents decorate each of his brown forearms. This is "Boats"!

Leaving the bridge, I enter CIC, Combat Information Center, the nerve center of the ship. Here men work in darkness, watching the rotation of red glowing lines on the great circular screens, leaving in their path small incandescent spots. Each spot has a significance to the observer. His eye is trained to know, evaluate and report each contact to the correlation centers. If for the first time an outsider walked into CIC, he would see what appears to be the work of a lunatic set free with brushes and iridescent paint, playing tic-tac-toe on huge transparent plastic boards, writing such odd names as dandelions, fair ladies and animals on the boards. But each word, code, line, radar scope, and evaluation makes up the present updated picture of what is taking place in every location of the China Sea.

Here, while men watch the skies and the surface, sonar probes the murky depths for any danger lurking there. Through these amazing electrical and mechanical devices, a giant bubble of safety surrounds the ship, extending from the skies, onto the surface, and into the depths. Each man sits in the quiet dark jungle of scopes, green lighted boards and soft whirring sounds and waits, listens and watches.

As I leave CIC the odor of fresh baked bread and pastries reaches me. The galley is buzzing with activity.



Photos by ETN3 C.E. Whittle
Above: 50mm machine gun practice
Below: 3" gun practice

The cooks are preparing the next meal, pounding, kneading, and rolling great heaps of vanilla colored dough. Three times a day, they go through this ritual and when they are completed the next shift of night bakers continue the task. The characteristic white cook's hat is tilted to one side as the head cook slices meat, taking that certain professional pride in his culinary skills. The gleaming stainless steel ovens and refrigerators reflect the clean white aprons, the dough boards, and the multi-colored

salads heaped up in huge wooden bowls. As a floating city, a warship must and does make every conceivable commodity the crew needs: bread, milk, ice cream, salads, soups, etc.

As I move through the passageway, a blast of hot air hits my back. The door to an engineering space was left open. Down in "the hole" the engineers are cleaning firesides – the insides of the boilers. The blackened faces and dark smudges of "black oil" mingled with a temperature of 120 degrees are reminiscent of foundry and the great steel mills of Pittsburgh. A network of intricate steam pipes, gauges, valves, and pressure switches, each having a designation, interlace the overhead and walls. The engineer's ashen complexion gives him the appearance of some ghostly apparition out of Dicken's *Christmas Carol*, testament that he seldom sees blue skies or sun for days at a time. But the engineer never seems to mind it, for this is his work and he is at home with his gauges, grease and valves. As I make my way up the long stainless steel ladder, I hear at the same time the boatswain's pipe blow "knock off ship's work."

The cold freshness of a shower washes away the South China Sea humidity that congeals on the body. Relaxing after the evening meal, I stroll aft to the fantail. The two huge bits placed for the purpose of securing mooring lines in port have cooled in the waning rays of the evening sun; now they convert into seats for relaxing and quiet musings. It's just another day, another day without incident; another day of work, tension, and a touch of loneliness.

Ed. REEVES changed homeports from Long Beach to Yokosuka in July 1966, to be forward deployed for two years. She left Yoko on 30 June 1966 to join the Seventh Fleet in the South China Sea. Her first assignment was North SAR. CAPT Ralph Wentworth commanded. The Family Gram was provided by ETN2 Robert Dudley.

Did You Know?

While Hurricane Irene bore down on much of the mid Atlantic states on its way north, and residents of the Washington, D.C. area were advised to remain indoors, the elite soldiers who are the sentinels at Arlington Cemetery's Tomb of the Unknowns remained at their posts. Since taking over the mission on April 6, 1948, Tomb Sentinels from the Army's 3rd Infantry Regiment's "The Old Guard" have guarded the Tomb for 24 hours a day, 365 days a year regardless of the weather. Sentinels trade off marching in front of the tombs that are the final resting place for unknown soldiers from World War I, World War II and the Korean War. The Changing of the Guard at the Tomb is a popular stop for Washington tourists. The Old Guard's Facebook page has drawn an overwhelmingly positive response from readers moved by the posting of three pictures showing a lone sentinel still marching by the tomb despite the Hurricane Irene's heavy rains and strong winds. The elite soldiers known as the Tomb Sentinels pride themselves on not letting bad weather interfere with their post.



A lone Tomb Sentinel, 3d U.S. Infantry Regiment (The Old Guard), walks his tour in humble reverence during Hurricane Irene in Arlington National Cemetery, Va., Aug 27.

They stayed at their posts in 2003 during Hurricane Isabel, the last hurricane to come near Washington, and during blizzards in 2009-2010, which shut down the Washington, D.C. area for days.

Typically when it rains, Tomb Sentinels have the option of standing their watch under a green tent located to the

er them. In fact, they consider it an honor to stand their watch (we call it "walking the mat"), regardless of the weather. It gets cold, it gets hot - but the Sentinels never budge. And they never allow any feeling of cold or heat to be seen by anyone." The Society is an alumni association for the more than 400 soldiers who have earned the Sentinel badge since 1958. The website for The Society says that despite their commitment, the welfare of the soldier is never put at risk: "The Tomb Guards have contingencies that are ready to be executed IF the weather conditions EVER place the Soldiers at risk of injury or death -- such as lightning, high winds, etc. This ensures

that Sentinels can maintain the Tomb Guard responsibilities while ensuring soldier safety. It is the responsibility of the Chain of Command from the Sergeant of the Guard to the Regimental Commander to ensure mission accomplishment and soldier welfare at all times."

[Source: ABC World News Luis Martinez article 28 Aug 2011 ++]

side of the Tomb where they usually remain during wreath-laying ceremonies at the tomb.

According to the Society of The Old Guard's website, Tomb Sentinels "are completely dedicated to their duty of guarding the Tomb. Because of that dedication, the weather does not both-

Shift Colors

To receive the Navy's Shift Colors newsletter via email send the following information to Mill_ShiftColors@navy.mil -- First name; Last name; E-mail address; Title (Mr., Mrs., rank, etc.); and Military affiliation (retiree, surviving spouse, veteran, other). There is no longer any funding for hard copies to be printed and mailed. To receive Shift Colors it does matter whether or not you're retired, active duty, a veteran, a surviving spouse, or just someone who's interested in receiving the newsletter

Don't Eat Chicken Sandwiches, No Matter What.....

A little boy and a little girl attended the same school and became friends. Every day they would sit together to eat their lunch.. They discovered that they both brought chicken sandwiches every day! This went on all through the fourth and fifth grades, until one day he noticed that her sandwich wasn't a chicken sandwich.. He said, 'Hey, how come you're not eating chicken, don't you like it anymore?'

She said 'I love it but I have to stop eating it.'

'Why?' he asked. She pointed to her lap and said 'Cause I'm starting to grow

little feathers down there!'

'Let me see' he said. 'Okay' and she showed him. He looked and said, 'That's right. You are! Better not eat any more chicken.'

He kept eating his chicken sandwiches until one day he brought peanut butter.

He said to the little girl, 'I have to stop eating chicken sandwiches, I'm starting to get feathers down there too!' She asked if she could look, so he showed her!

She said, Oh, my, it's too late for you! You've already got the NECK and GIZZARDS!!! *Badda boom!*

Ruminations from the Inland Northwest

O.K.! O.K.! You've heard enough from the Old Goat up in the Inland Northwest to fill a lifetime of "don't go there's." Except that I'm here, there's still room for you, and it isn't all that bad—in fact, it's great.

I went out and measured the girth of my Ponderosa pines the other day. Those are the ones that stand just in front of the house, within falling distance of my garage, nearly every part of my house and my neighbors (both sides) houses. Anyway, the trees calculated out to be 250 years old. Well, they kinda look that old. My wife started loosing sleep. I kept on blowing all that pine straw down to the street, hoping that the traffic will grind it down to fine dust before the first snow.

We went out to the National Weather Service office the other day. They had an open house. (I noticed that all the forecasters were wearing flack jackets under their golf shirts.) It seems that we are having back-to-back La Ninas. It also seems that we don't have enough information to forecast the winter weather. There was a conversation about polar oscillations and other such eye-blinding dust. The bottom line...it could be worse than last year, better than last year, or pretty much the same. I'm voting on "pretty much the same."

Armed with technical information, we proceeded to take the veggie garden apart. At this point, we had harvested many, many pounds of tomatoes. Fortunately, there was a recipe on the internet for reducing ripe tomatoes to puree and freezing the stuff in one or two cup increments. This is what they call "putting by" here in

the sticks—I mean the Inland Northwest. Many gallons of tomato sauce later, I have to admit that the garden was a great idea, except that I estimate the sauce cost me \$5 per cup. I could've done better at Costco. It probably had something to do with having to buy a new 22 cubic foot freezer to store all the frozen sauce containers.

We headed up to Kettle Falls earlier this week with my aunt and uncle. We came home with about 40 pounds of newly picked, and mostly unripe, Honey Crisp apples and Bartlett pears. So far, we have dried the apples down to two bags weighing two pounds. (Oh, yes. Add the cost of a food dryer to the cost of the garden experience.) So, twenty pounds of apples produce two pounds of dried apple slivers—which cost me \$10 per pound.

I have yet to tackle the pears. That will probably be another "economical" exercise—except that the pears only cost \$.65 per pound. There's bound to be a savings in there somewhere.

I figure that we harvested 20 carrots, 20 onions, 2,000 zucchini, a gazillion tomatoes, a dozen radishes, 40 pounds of red potatoes, and no asparagus (they still have two years to go for a harvest).

Is it a hobby? Or maybe it's a compulsion. Regardless, it seems to be the thing to do when you no longer have a day job.

It's hard to compare today with a lot of years ago, when I first joined the Navy. Back then, for a weekend liberty in Milwaukee, I paid \$3.75 for a round-trip ticket on the Chicago & Northwestern up to Mil-

waukee, \$3 for a two-night room at the Town Hotel across the street from the USO, nothing for food (thanks to the USO snack bar) and 25 cents for coffee and apple pie, if I met a girl to "treat" on my E-2 pay. Those were the days. Of course, we were paid \$72 per month back in those days (some 50 years ago).

Regardless, life's been good. I have a chop saw, table saw, router table, riding tractor, push mower, gas and battery powered string trimmers, gas and electric powered leaf and drive way blowers, and a lot more gadgets to keep me occupied of a summer or winter night. Not to mention a snow blower. That's a lot more than \$72 a month would buy back then. Of course, my parents could have bought twenty houses for what I paid for my retirement "shack." The times, *they are a changing*, as Bob Dylan said (I have to admit that I looked the lyrics up on the Internet).

My wife says that I have too much time on my hands. That's why I've downloaded a free program for model railroaders, XTrkCad, that lets me design all those HO layouts for that unused room downstairs—where I can spend my six months of winter nailing and screwing plywood and dimensional lumber into a large layout—and prevent the Winter cabin fever stuff that happens this far from the equator.

We had my chili tonight (from six months ago, think freezer) and Lorri's cornbread from an ever-changing Better Homes recipe. Oh well, summer's over. It's all good in Spokane. Or, so I think, having become an sour-dough Inland Northwesterner.

AARP Alternative

The Senior Citizens League (TSCL) is a true grassroots organization. Almost one hundred percent of their revenue comes from individual donations, and they do not sell any products to their members. They even refuse outside advertising in their materials. The organization's sole focus is on education and protection of the Social Security and Medicare benefits senior citizens have earned and paid for.

<http://www.seniorsleague.org/>

Another AARP Alternative

The American Seniors Association (ASA) is known as *the conservative alternative to the AARP*. The American Seniors Association works to fulfill its mission to provide seniors with the choices, information, and services they need to live healthier, wealthier lives.

The ASA offers both a different perspective and member services similar to AARP. They can be contacted at:

<http://www.americanseniors.org/index.php/home>



Finding REEVES Deck Logs

Every U.S. Navy ship is required to maintain a Deck Log. There is an entry into the Deck Log EVERY DAY even when the ship is just tied to a pier and nothing is happening other than routine activities. If you are after the information on a ship's location and what it was doing, you will find this in the Deck Log. If you are after a certain activity but are not certain of the exact date, then the best way to get this is to request the Deck Logs for a range of dates. E.G. if you know that sometime in April, 1968 an incident occurred and you want to see if it was recorded in the Deck Log, the best thing to do is to request the Log entries for the entire month of April, 1968. Some days the entries are one paragraph. Some days the entries take up one or more pages. The National Archives and Records Administration (NARA) can provide you with copies of just about every naval ship's deck logs involved in the Vietnam Conflict. These will be actual copies of the deck log pages, sometimes hard to read because of the handwriting, but none the less original. These are accepted by the VA as proof positive of

a ship's activities. You need to specify the exact dates that you want copies of. Cost is less than a dollar per page dependent on page size. If a certified copy is needed an additional \$15 fee will be charged.

Navy Deck logs are maintained by two different government agencies dependent on how old they are. Navy deck logs that are more than 30 years old are in the custody of The National Archives and Records Administration (NARA). Navy deck logs from 1980 and later are still in the custody of the Navy at their Naval History and Heritage Command (NHHC). To obtain copies or additional info contact:

NARA:

- The U.S. National Archives and Records Administration, 8601 Adelphi Road, College Park, MD 20740-6001
- Email: mail-to:archives2reference@nara.gov
- Tel: (301) 837-3510 or 1-866-272-6272 ; TDD lines: 301-837-0482; Fax: 301-837-1752
- Website: <http://www.archives.gov>

Note: The series is —Logbooks of the U.S. Navy Ships and Stations, 1941-1978? (ARC Identifier 594258/ HMS Entry Number A1 118). In your request, include the ship name as well as the month and the year of the particular log you would like to request.

NHHC

- Telephone requests will be accepted only from U.S. government offices and agencies at (202) 433-9677, DSN 288-9677.
- All other requests must be submitted in writing to: Naval Historical Center, Ships History Branch, 805 Kidder Breese SE, Washington Navy Yard, Washington, DC 20374-3643.
- Hours of Operation: Mon & Tue: 0900 - 1600, Wed Closed, Thur & Fri 0900 - 1600.
- Website: <http://www.history.navy.mil/branches/nhcorg15.htm>

[Source: <http://www.bluewaternavy.org/navdocs.htm> Sep 2011 +]

Looking For Your Service Record?

National Personnel Records center new address is:

National Personnel Records Center 1 Archives Drive

St Louis, MO 63138-1002 USA

The majority of staff have moved to the new location and the military personnel records are in the process of moving. The entire move should be completed by Summer 2012. The new address for the US Air Forces Air Reserve Personnel Center is:

Air Reserve Personnel Center 18420 E Silver Creek Ave Bldg 390 MS 68

Buckley AFB, CO 80011 USA

As a reminder, ALL retiree and Honora-

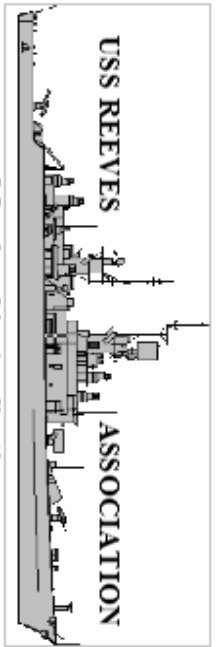
bly Discharged veterans should ensure that their family knows the location of their military Separation Document (DD Form 214 from 1950 to present and WD (War Department) Form 53-55 and other variations prior to 1950). Note that registering a copy at the county court house may make that document a public record. Separation Documents issued after 1969 may contain a Social security Number which could be used for identity theft. Storing the Separation Document in a safe deposit box may make it difficult to retrieve immediately upon the death of the retiree or honorably discharged veteran. The better storage locations are:

1. Fire safe in a secure location of the house (not in the bedroom as this is

where most thieves search first).

2. In a watertight food container (Glad, Tupperware, etc.) in the refrigerator. Most refrigerators are fire resistant. Additionally, a refrigerator is heavy enough to fall through the floor of a building into the cooler part of the fire in the basement and better survive. Finally, a refrigerator is large enough to be easily located in the ash and rubble of a fire or other serious incident. (As a bonus, everyone has a refrigerator, not every one has a fire resistant storage box). Be sure to inform your spouse and relatives where to locate your Separation Document - and any other important papers.

[Source: NPRC message 19 Sep 2011 ++]



Membership Application

Name

StreetAddress 1

StreetAddress 2

City/State/Zip

Home Phone

Cell Phone

Email Address

I served on the USS REEVES (DLG-24/CG-24) as a _____ (rate/rank) from 19 ____ to 19 ____.

Membership in the Association includes the right to vote and hold elective office. It also includes receiving a newsletter, email updates and further privileges as to be determined by the Board of Directors.

Dues Per Year: \$20.00

I also wish to support the goals of the Association which is the building of a membership that will increase interest in bi-annual reunions, as well as the establishment of a newsletter and other means of communicating our activities with all Reeves shipmates. I am making an additional donation of \$ _____.

I enclose my check or money order in the amount of \$ _____.

I am interested in helping the Association grow and become successful. I wish to serve on a committee, provide other assistance or have an interest as follows:

Mail application to:

USS REEVES (DLG-24/CG-24) ASSOCIATION
15709 N Sycamore St
Mead, WA 99021

For further information call or email Michael Robertson at 509-315-8107, fax 703-740-9161

More details online at: michael.d.robertson@comc.asl.net
<http://www.ussreeves.net/association.html> (hyperlink)

<http://www.ussreeves.net/association.html>

First Class Postage

ADDRESS SERVICE REQUESTED



USS Reeves Association
15709 N Sycamore St
Mead, WA 99021
<http://www.ussreeves.net>



Please check your mailing label. If it doesn't say *Current*, please re-new your Association dues to help us continue this newsletter.