

Spring 2012

Volume 5, Issue 1

THE IRONMAN—A DOUBLE ENDER’S NEWSLETTER

| Membership Scorebox | |
|--------------------------------|-------|
| Current | 37 |
| Past Due | 107 |
| Snail Mail Ad- dresses Only | 82 |
| Email Address | 418 |
| Total Shipmates | 2,321 |

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.

INSIDE THIS ISSUE:

- President’s Message 2
- Shipmates’ Deck Log 3
- VA Blue Water Claims 4
- Building Archives 4
- A GI’s Best Friend 4
- Welcome to Charleston 5
- Financials/Objectives 6
- Civil War Pensions 6
- News Sources 6
- EM Railgun 7
- Iraq Star Foundation 8
- Remembering Then 9
- Ruminations 10
- Alternatives 10
- CSS Hunley Museum 11

Into the Strait of Hormuz—March 1981

This Family Gram, dated 1 April 1981, marked the first deployment for REEVES after shifting homeport from Pearl Harbor to Yokosuka in August 1980. She deployed from Yokosuka in December 1980.

Greetings from the Middle East. As you probably know by now, we left the Indian Ocean on March 25th and steamed through the Strait of Hormuz into the Persian Gulf. On March 27th REEVES relieved USS HORNE (CG-30) as the Persian Gulf Cruiser. Several interesting and unusual events have occurred since the last REEVES Family Gram. On March 10, two days before we arrived in Singapore, we were involved with the rescue of seventeen men whose helicopter crashed into the South China Sea. The helicopter was flying from an oil installation to the coast when it malfunctioned and went down. The REEVES stayed with the floating helicopter wreckage until USS MIDWAY (CV-41) rescued the helicopter.

On March 12th, we arrived in Singapore, where we enjoyed five days of liberty. Several wives flew to Singapore from Japan to join their husbands. The crew had an excellent time shopping and sight-seeing, and they looked forward to visiting this tropical city in the future. The REEVES departed Singapore on March 17th for the Indian Ocean.

While steaming through the Strait of Malacca, the REEVES once again encountered an emergency. All twenty-

seven crewmembers of the Liberian merchant ship, GOLDEN ROD, were safely rescued by the REEVES following the merchant ship's collision at sea with a Singaporean tanker, NICOLA PROSPERITY. The crew of the GOLDEN ROD was preparing to abandon ship because it was beginning to sink. Sighting the GOLDEN ROD's distress signal, the REEVES closed the scene of the collision and immediately dispatched two boats. All of the crewmembers were taken by the REEVES' small boats to the NICOLA PROSPERITY for transfer to Singapore. You may be proud of your men; for once again, they illustrated in graphic terms the reason the United States Navy is a valued and trusted friend throughout the world.

In spite of these unusual episodes, the normal highlight of our days has always been mail call. Mail service has been regular, and letters generally arrive seven to ten days from when you mail them. So continue to write and keep us informed of events around home.

Since REEVES arrived in the Persian Gulf, we have had several activities for the benefit of the crew. LT John Daggett and Senior Chief Andrew Toms sponsored a cookout, with all the trimmings, on the fantail. LTJG Mike Matacz and Petty Officers Connell and Vidal built three "jacuzzies" (hot baths) and placed them on the fantail for the crew's enjoyment. The Welfare and Recreation Committee is sponsoring several tournaments

(Continued on page 8)

If you plan to attend the Charleston, SC, reunion October 4th to October 8th, please make your hotel reservations through the Radisson for the USS Reeves room block. This is applied to our comp rates which pay for the hospitality room, banquet room and other amenities. See Page 5 for information.

The President's Page



Greetings to the USS Reeves Association Family; I'm still stranded here in Pueblo Colorado doing my plant start-up thing, and have

been rather enjoying the start-of-spring weather. My east-coast weather oriented mind tells me that the nice temps will continue to improve, and that winter is finally gone. Turns out that is not necessarily the case for southern Colorado, as April and May are the month when the weather is most unpredictable. Strong winds make for extreme fire conditions, and it snows! Heavy wet snow.... To my thinking, it's a strange way to welcome in springtime, but I'm still learning what to expect in my new temporary posting. Now that I've exhausted my weather rant, I'll move on to business.

I've been struggling with what message my article should engage. My inclinations are towards selling everyone on the upcoming reunion, but that has been the exact focus of my last two articles – and the rest of the newsletter. So I set out in search of some inspiration. I went back to some of the newsletter articles I had written for the President's Page since 2008, and read for a while. I found that I almost always start off whining about the weather, and then usually work my way towards making

some point (but not always).

What I found to be the common theme for practically every article written since 2008 was an attempt to generate more interest in the organization. I read article after article where the same basic message to generate participation was repeated repeatedly. The wording and context changed, but the message is always the same; we need more participation beyond our core group. What is not spelled out specifically is that additional participation is the only method by which the organization can continue to exist. I hate to go there, but feel compelled to face the reality of a declining participation.

I continue to hold out hope that we are reaching other shipmates, and that they might someday be inclined to join us. The invitation is certainly out there, and we're using our advertising resources to our best advantage. In spite of that, our reunion numbers continue to drop off. We all realize that fewer participants means higher costs for reunions, and higher costs are practically guaranteed to reduce our participants even further. This is not a very encouraging cycle.

So the focus shifts to how to fix it. All the articles and newsletters to date have done what they could to encourage membership and participation. We've continually spoken of what a great group we have, and

the good times we've enjoyed at each reunion, but somehow the message is not getting out to where it needs to go. I guess it's like preaching to the choir, where the message always impresses the captive audience –but few others. So rather than sinking into the realm of "continually repeating the same process and hoping for a different result", I'd like to hear some suggestions on how we can change or improve our current game plan to survive as an organization.

I'm asking those of you in the choir, and any others who have managed to read this far into my rant, to help me find a way to reach our shipmates. My fear is that what we're currently doing is not going to sustain us into the future. We're committed to keeping the Reeves Association alive and well, but truly need some help (from you) to see that future as viable.

Please give it some thought, and let us know if you have any ideas. In the mean time I'll go back to one of the other often repeated themes of past articles; 1) get current on your dues, 2) make plans to meet us in Charleston, and 3) call a former shipmate and talk them into coming along with you.

Here's wishing you fair winds, following seas, and a Happy Easter!

//tom

WARRIOR FOUNDATION.com
Military Heroes in Transition

NAVY LEAGUE
KFMB STATIONS
KFMB-TV • INTERACTIVE
760AM • 100.7JACKFM

Wounded EOD Warrior Foundation
"Compassionate Solutions"

UNITED STATES OF AMERICA
DEPARTMENT OF DEFENSE
DEPARTMENT OF THE ARMY
DEPARTMENT OF THE NAVY
DEPARTMENT OF THE AIR FORCE
DEPARTMENT OF THE MARINE CORPS

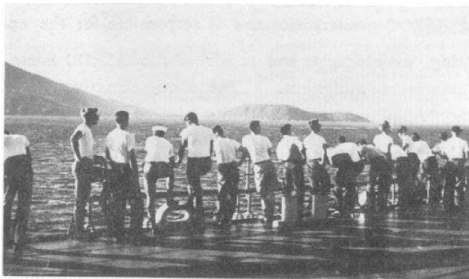
Mail/eMail/Decklog From Our Shipmates —

Hi Mike

After reading the new Newsletter I went to the Reeves Web Site/Memorabilia section. It listed the first NEWSLETTER which was sent home in 1966 after REEVES had arrived in WESTPAC for its first forward deployment. CAPT Wentworth was the CO. Included in that Newsletter was a photo of the ship's crew looking out at Danang Harbor which may help someone working an Agent Orange claim.

Don Carunchio (64-68, RD1)

Ed. Sure enough...there it was. That newsletter can be found at www.ussreeves.net/memorabilia.html.



A first look at Danang Harbor

Hello Michael,

I hope you have been well. It has been a very long time since our paths

Charleston
where history lives

have crossed. I am still in Japan, and probably always will be. I am still affiliated with the Navy, serving as Director of TSD WESTPAC here in Yokosuka. Thank you for the invitation to join the Association. I will send you a check one of these days. Where are you now, and what are you doing? I don't think I can make it to Charleston, but it would be good to see everyone again.

Rand Lee
TSD WESTPAC

Mike,

Just read the newsletter. Another outstanding effort! I have a whole pile of Reeves family-grams from the early 80's that would be good for the archives. Unfortunately I don't have the time to scan all of them. If I make copies and send them to you would you have time to scan and post them (in between plowing snow and going to class of course)? Not sure about the fall reunion yet, Fumiyo is going back to Japan in April as her Dad isn't doing well. Hopefully the funds will be there but I will know more by summer.

Kurt Stuvengen (80-86, BT1)

Ed. This will be a long-term project...but it can be done!

Pat (Murphy),

Try looking for Max Crouch. Been looking for him as well for over the past ten years. Last heard he he made first class (long time ago) and turned it down??? and went to work in the hospital in Yokosuka as an IT specialist. Have not been able to find anything else on him.

BM2 Cliff Holt/MAC(SW) RET

I am a Plank Owner on DLG-24. Served from Pre-Comm in DEC 63 until about DEC 65. I am planning to attend the reunion in 2012. Cherry Hill is about 10 miles from Philadelphia. If you are in the area, contact me.

George Evans (63-65, FTM2)

Ed. George can be reached through the website decklog at this link:

<http://globalguest.com/gb1/REEVES/guestbook.html>

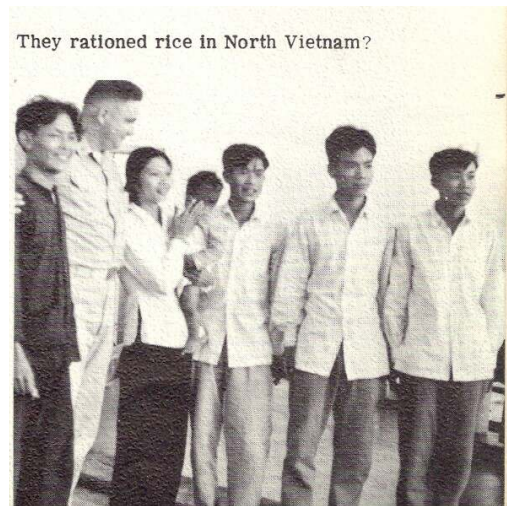
Mike,

Found a refugee picture in the Reeves 66 - 68 Tour Book. Not the best quality picture but, more documentation of the incident. This must have been just prior to their leaving for the carrier. The page that had the pic was captioned 'Do you remember when?'. I have to assume that relates to the header on the pic about rice rationing.

Later,

Gary Nance

Ed. Here's the picture Gary included:



Reunion Registration Form

The reunion registration form for the upcoming Charleston reunion has been included with this issue of the newsletter.

We have managed to keep the registration cost per person at \$100 as with the last two reunions (San Diego and Chicago). This is due to the will-

ingness of the hotels to provide us with many complimentary services.

While the cost of tour packages has increased a bit, we have to consider the cost of diesel fuel for the buses since it has doubled since our San Diego reunion.

Working with a highly recom-

mended tour agent, and compared to other quotes we received, we have a very competitive package.

Please consider the Saturday evening dinner cruise in Charleston Harbor. This was very popular in San Diego (70 participants) and looks to be a very good value for our group.

VA Blue Water Claims

The list of U.S. Navy and Coast Guard (USCG) vessels exposed to Agent Orange during the Vietnam Era has been updated with 47 more vessels and expanded information for others. The list of 214 vessels, maintained by the Department of Veterans Affairs (VA), is of particular interest to those former

service members experiencing health problems related to herbicide exposure, as it may help expedite their claims for VA health and disability benefits. View the list at <http://www.publichealth.va.gov/exposures/agentorange/shiplist/list.asp>. [Source: NAUS Weekly Update 20 Jan

2012 ++] It is also posted on our website.

Shipmate Don Carunchio has pointed out that there is a photo of USS Reeves in Danang Harbor. See Shipmate Emails for more information. If you are looking for more information, call your local VA office.

Building Archives

Our shipmate, Kurt Stuvengen, rummaged through the papers that his mom and dad had kept over the years and found every Family Gram that had been sent from the USS Reeves between 1980 and 1986. Kurt then copied every page of those newsletters and forwarded them to the archivist (me). Spending several day reading every one of them, more than 700 shipmate's names were identified and posted to the data base.

The listing of shipmates on the website has grown considerably. While we are about 1,700 names short of the estimated 4,000 of those who served between 1962 and 1992, we are a lot closer than we were five years ago.

Copies of those family grams, ombudsman letter and a couple of internal ship's newsletters will be scanned and posted on the website.

Please send copies to the editor of the Association newsletter at:
15709 N Sycamore St
Mead, WA 99021

A GI's Best Friend

Today, the portable Meals Ready to Eat (MRE) consumed by American ground troops come in packages that are easy to open. In times past, the rations carried by a soldier or Marine were enclosed inside steel cans. The P-38 pocket can opener of the early World War II era was the solution to opening a can of food and chowing down. Some soldiers and Marines rate the P-38 as one of the handiest inventions ever issued to troops. While the U.S. armed forces have not issued any P-38s since the mid-1980s, some troops still carry them today. Some have been passed from one generation to the next. Many are part of collections of memorabilia belonging to veterans of past wars.

In 1942, the Subsistence Research Laboratory of Chicago was charged with developing a can opener. The Army's K-ration came with a key opening system, but soldiers disliked it, and their complaints caused the Quartermaster Corps to seek an alternative. The idea was to design a device that was cheaper to make and faster to use than a standard can opener; yet was

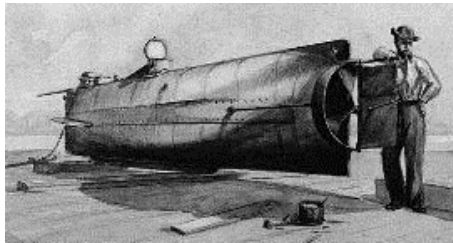
small and easily carried. The result was a small, folding can opener, the P-38. It was hinged and was just one and one-half inches long with a hole in one end. The hole was to intended for wire or string to pass through to enable a soldier to drop the can opener into boiling water for cleaning in the field. However, it also worked perfectly for hanging the P-38 on a dog tag chain. The P-38 was first issued in 1943 as part of a ration item known as the Hospital Five-in-One. It became the standard issue item with the G-ration in June 1944. Subsequently, it was issued along with the more widely used C-Ration, which remained in inventory in the postwar era. Finally, the opener was issued in all Army field rations. The Marines picked it up and dubbed it the "John Wayne," apparently because of its toughness or because the actor demonstrated it in a training film. Soldiers and Marines didn't really need to watch the film, though, because written instructions and a drawing printed on the can opener's paper pack showed how easy it was to use.

(Continued on page 7)

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 | |
| FY 2012 (YTD) Income Statement | |
| <u>Income</u> | |
| Dues | \$640 |
| Donations | \$340 |
| Total Income | \$980 |
| <u>Expense</u> | |
| Advertising | \$27 |
| Newsletters | \$136 |
| Postage | \$48 |
| Total Expense | \$212 |
| Net Income | \$768 |
| FY 2012 (YTD) Assets Statement | |
| Cash Assets | \$3,194 |
| Liabilities | \$75 |
| Net Equity | \$3,119 |

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.

This newsletter is published by:
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 Mead, WA 99021

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 All comments, suggestions, submissions and criticism are welcome. My email is always open...

Civil War Pensions

Despite the fact that the Civil War ended April 9, 1865 (53,630 days ago, for reference), the government is still paying out veterans' pensions. Records from the Department of Veterans' Affairs show that two children of Civil War veterans, as of SEP 2011, are receiving pensions from their fathers' service. Department of Veteran Affairs spokesman Phil Budahn says the VA last checked in on the benefits recipients in the fall. Both were alive, but in poor health. Budahn says it's likely that the children of the Civil War veterans, who have wished to remain anonymous, both had illnesses that prevented them from ever becoming self-sufficient.. Trevor Plante, a reference chief at the National Archives says it's also possible that the beneficiaries were young when their fathers died and had no living mothers to care for them, which would also qualify them for their fathers' pensions.

Plante says unlike current times, where pensions are granted to dependents based off military service numbers or social security numbers, in the late 19th century, people had to prove their connection to a deceased veteran by sending the government evidence of their relationship. Children, parents and spouses submitted photographs, love letters, marriage certificates, diaries and gifts to prove they were eligible for pensions. "Genealogists love pension files because you never know what you are going to get. Civil War

A Knock at the Door
 There was a knock on the door this past Saturday morning.
 I opened it to find a young, well-dressed man standing there who said, "Hello sir, I'm a Jehovah's Witness."
 So I said, "Come in and sit down."
 I offered him a fresh cup of coffee and asked, "What do you want to talk about?"
 He said, "Beats the heck out of me! Nobody ever let me in before."

pensions are especially fascinating because of the wide array of things people submitted as evidence." In the 19th and early 20th centuries, only Union soldiers were eligible for military benefits. It wasn't until the 1930s that confederate soldiers began receiving pensions from the federal government. Prior to that, confederate soldiers could apply for benefits through the state they resided in. The last verified Civil War veteran, Albert Woolson, died in 1956 at age 109. The last widow, Gertrude Janeway, died in 2003 at age 93. [Source: U.S. News & World Report Lauren Fox article 10 Feb 2012 ++]

Ed. This may seem esoteric from both an editor's and reader's perspective. However... There was once a day when the Federal government respected its commitments to our military forces for all service to the cause of the Union. Those who see the Department of Defense alter our benefits are confused! Step up and be counted. At least, join the American Legion!

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 War-den 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!

EM Railgun

The Office of Naval Research (ONR) announced 8 FEB that they will begin testing an advanced Electromagnetic Railgun (EMR) within the next few weeks. The development and testing of this advanced EMR is the result of a \$21 million contract awarded to BAE Systems by the Office of Naval Research roughly two years ago. ONR is the office within the United States Department of the Navy that facilitates all science and technology programs for the U.S

Navy and Marine Corps through various institutions, such as universities and government laboratories. While most munitions both heavy and small depend on chemical propellants (like gunpowder), the EM Railgun launcher utilizes magnetic energy instead. The EM Railgun propels a conductive projectile along metal rails using a magnetic field powered by electricity. The magnetic field produced by the



BAE Systems-built Railgun

high electric currents thrusts a sliding metal conductor between two rails to launch a projectile at velocities of 4,500 to 5,600 mph. By contrast, the average velocity of a chemical propelled weapon is limited to about 2,700 give or take. This increased velocity should allow for the Navy to reach targets of up to 50 to 100 nautical miles (57 to 115 miles). Navy planners hope to eventually increase that range even further

to distances up to 220 nautical miles (253 miles).

According to ONR, this increased velocity and extended range will give sailors multi-mission capability, and allow them to conduct precise naval surface fire support. In addition, ONR states that the EM Railgun may provide effective ballistic missile defense. BAE Systems EM Railgun was delivered to the Naval Surface Warfare Center (NSWC)

Dahlgren on January 30, 2012 and features a 32-megajoule payload.

One megajoule of energy is equivalent to a one ton car traveling at 100 miles per hour. Video of the railgun prototype can be viewed at http://www.pcworld.com/article/249628/us_navy_testing_shiny_new_32megajoule_railgun_prototype.html. [Source: Digital Trends Amir Iliaifar article 8 Feb 2012 ++]

GI's Friend (continued)

Although "Opener, Can, Hand, Folding" is its official Army nomenclature, it soon acquired the popular name P-38. Historians disagree as to which of three theories explains the moniker. One is that soldiers called it the P-38 because it could open a can faster than the P-38 Lightning fighter plane could fly. A more likely explanation is that the "38" comes from the length of the can opener, which is 38 millimeters (or 1 1/2 inches). It also is possible that "38" was the number of punches (a "P" word) it took to open a ration can. All experts agree that P-38 did not derive its name from the Walther P-38 pistol used by the German military in World War II.

The P-38 was designed to be disposable. The Army assumed soldiers would throw them away after opening their ration cans and began putting one P-38 in every individual ration accessory pack. But no smart soldier ever discarded his P-38. There might always arise a situation in which he might be unable to eat because he did

not have a can opener. Once the Army realized that most soldiers were saving the device, it started placing fewer of them in each case of C "rats." Although soldiers kept the P-38 to open their rations, they also retained it because it was an invaluable field tool.



According to an article by Maj. Renita Foster in the Pentagon's newspaper in 1986, the P-38 could clean muddy boots, screw screws, open letters, strip wires, trim threads on uniforms, and sharpen pencils. The P-38 can be used to open cardboard boxes, including the cartons containing Meals Ready to Eat.

Some claim that the P-38 could be used to set the points on a car engine, because the thickness of the steel was just right for the point gap. Many a soldier hung his P-38 with his dog tags around his neck. The P-38 disappeared as an issue item in the Army, but some still carry them today, often on a key ring after acquiring it from a family member or friend or purchasing it.

The Army also developed the P-51 can opener (again, with an airplane namesake, the P-51 Mustang fighter). This was a big brother of the original, so to speak, about twice the size of a P-38 and easier to use. Mess hall cooks used it to open field ration metal pre-cooled meal trays. The P-51 can opener is fully two inches long, and the increased length provides greater leverage when opening cans. Several companies are producing versions of the P-38 and P-51 can openers for civilian purchasers today. [Source: Defense Media Activity, Social Media Management 9 JAN 2012 ++]

Into the Strait (continued)

for the "Arm-Chair Olympic" fans. We also hope to have our ship's band playing once again. All these events help to boost morale and to provide recreation and relaxation.

A hearty "Welcome Aboard" is extended to the following men who have joined the ship since February: RM1 Bradley Gabler; EW2 Raymond Koscielski; FTM1 Richard Nash; OS1 Stephen Lennon; FTMSN Mark Smith; SM3 Richard Saunders; MMC Keith Seward; EW3 William Jackson; LT Michael Owens; and LT John Daggett.

A high priority for shipboard life is safety. An important link in a successful effort to ensure safety is REEVES1 Electrical Officer, ENS Len leblanc. All crewmembers undergo extensive training given by ENS leblanc in the area of electrical safety. Electrical Safety Training is conducted



This really bad reproduction was scanned from *REEVES Chronicle*, 1 July 1981. It shows LTJG Matacz, HT3 Connell and MM3 Little soaking in fantail hot tubs designed by LTJG Matacz. At the time of the photo, REEVES was stationed in the Persian Gulf, a real hot spot.

in order to avoid accidents, and is just one of the many programs we have on the REEVES to promote safety for the crew.

Based on the latest information available, we should arrive in Yokosuka, Japan, on June 5th. Let me remind you, however, that as always, this is tentative and subject to change. We hope that it will remain firm for obvious reasons.

Please feel free to write me if you have any questions or concerns. Your letters are welcomed. In the meantime, continue to support us with your letters and prayers.

Sincerely,

J. W. EGERTON

Ed. The Family Grams were collected by Kurt Stuvengen's parents when he served on REEVES. He has provided copies for our archives. They have also provided information to fill in the missing years in the ship's history.

Future issues of the newsletter will feature Family Grams during the five-year period 1981-1985.

Iraq Star Foundation

Despite powerful life-saving measures on the battlefield and longer-term medical support stateside, many soldiers face long waiting lists for reconstructive surgery. Iraq Star picks up where the military and VA leave off by providing the reconstructive, aesthetic, surgical procedures that can hasten a happier more normal return to his/her existing military or pre-war life. These procedures are performed by Board Certified plastic and reconstructive surgeons who donate their skills. Iraq Star pays for the soldiers transportation, hotel accommodations, food, anesthesia, hospital operating

room, medical supplies and sends a loved one with them. Iraq Star is a growing national foundation with 265 surgeons in 44 states providing their skills to remove shrapnel, treat burn scars, revise artillery scars, implant eyebrows, tooth restoration, etc. for soldiers wounded in the Iraq and/or Afghanistan wars. Their mission is to prevent these wars from permanently disfiguring young lives. If you or someone you know can use their services contact the Iraq Star Foundation at (310) 245-6775, (760) 568-403.9 or email. <mailto:iraqstarinfo@aol.com>. For additional info and videos about

their life changing surgeries refer to <http://www.iraqstar.org> and/or <https://www.sedgwickcms.com/troops/>. [Source: Military connection Newsletter 25 Feb 2012 ++]

Ed. Most of us may know someone who carries the scars of service in Iraq and/or Afghanistan. My 23-year old next door neighbor is one such person. We of the Vietnam-era who earned revilement and disrespect from the most spoiled generation must ensure that this generations' children and grandchildren don't pass those scars on to their children and grandchildren.

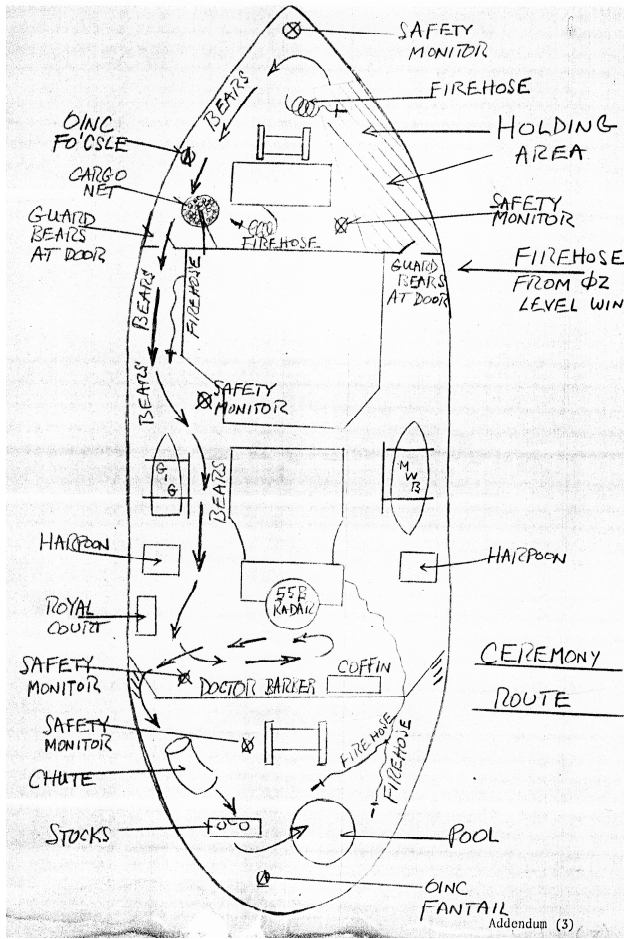


Providing reconstructive surgery to American soldiers returning from the Iraq & Afghanistan wars.

Remembering then...Enroute Diego Garcia

RULES FOR POLLYWOGS

1. No skylarking on the bridge, in main engineering spaces or in any spec where it may endanger the ship or its crewmen.
2. No fire hoses or garbage will be used in the interior of the ship.
3. SHELLBACK devices and props WILL NOT be tampered with in any way. Destroying these will only detract from the initiation.
4. Any Pollywogs who participated in Pollywog Day WILL participate in the SHELLBACK initiation today.
5. Those Pollywogs who are not participating will not be allowed to observe the ceremony today and are required to remain below decks.
6. Shillelaghs will be made from one and one-half inch firehose which the DCA identifies as beyond repair.



RULES FOR SHELLBACKS

1. These rules and regulations must be followed to ensure that no personnel injuries occur, intentionally

or by accident. It is not the intent of the ceremony to cause injury to any member the the USS REEVES (CG 24).

2. No electrical equipment will be permitted along the initiation route.
3. No striking above the hips, on the back or lower back. Only swat the buttocks. Common sense must prevail.
4. No one will be draped or hung from life lines.
5. When using fire hoses, only the FOG position will be used.
6. Safety monitors are to be positioned along the initiation route to insure that injuries do not occur.
7. If at any time during Pollywog Day or SHELLBACK Day the initiation becomes unruly or endangers the ship, life or limb, the initiation will be stopped immediately.

8. No newly initiated SHELLBACKS will participate in the initiation.

Equator Crossing—24 April 1981

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 not matter whether or not you're retired, active duty, a veteran, a surviving spouse, or just someone who's interested in receiving the newsletter

Remembering Cheers

WARNING: The consumption of alcohol may make you think you can logically converse with members of the opposite sex without spitting.

~~~~~  
And saving the best for last, as explained by Cliff Clavin, of Cheers.

One afternoon at Cheers, Cliff Clavin was explaining the Buffalo Theory to his buddy Norm. Here's how it went:

"Well ya see, Norm, it's like this... A herd of buffalo can only move as fast as the slowest buffalo. And when the herd is hunted, it is the slowest and weakest ones at the back that are killed first. This natural selection is good for

the herd as a whole, because the general speed and health of the whole group keeps improving by the regular killing of the weakest members. In much the same way, the human brain can only operate as fast as the slowest brain cells. Excessive intake of alcohol, as we know, kills brain cells. But naturally, it attacks the slowest and weakest brain cells first. In this way, regular consumption of beer eliminates the weaker brain cells, making the brain a faster and more efficient machine. That's why you always feel smarter after a few beers."

*...said Seaman Jones after a brief sojourn in Olongapo...*

## Ruminations from the Inland Northwest

It seems that I usually start this column with the weather report up here in the north woods. Unfortunately, there hasn't been much activity to report. Yes, it's been cold. And, yes, we have gotten some snow, but it comes in one to two inch increments—about every four or five days. The temps climb above freezing long enough to clear the streets and driveway. It sounds like the ideal winter, right?

I had to seriously use the snow thrower (that's what they call a snow blower in the pines) once when there was enough white stuff to seriously do some clearing. That was just after Christmas.

All the prognosticators predicted a snowy January and February. Not! So, my son and his girlfriend visited from Milwaukee and brought the snow west. On the day they were leaving to fly back to the Midwest, we had enough of the white stuff to convince me to haul the machine out and clear the drive. I wanted to make sure that the path from the front door to the back of their SUV was clear. It wasn't that I was interested in making it easy to roll their luggage to the car; I wanted to make sure they didn't bring the wet, heavy stuff back in the house.

It took all of 15 minutes to clear the drive and walk. There was less than two inches on the ground. As soon as

I cleared an area, the dry air absorbed the small amount of snow left on the ground. I probably should have used the snow shovel. I had my mega-toy and just had to use it. It was like using a 15 ounce claw hammer to drive finishing nails. Overkill!

However, the milder winter has speeded up the plans for the vegetable garden. The plot has been completely mapped on my computer CAD system. I've counted seedlings, doubled the number and purchased the growing trays for the garage. Now it's time to hit Home Depot for larger, sturdier wire for the tomato cages. Think concrete rebar fencing. Plans for the irrigation system are completed. Now it's time to think bigger. The flower gardens along the fence are prime targets.

One thing about a relatively mild winter...I have used my leaf blower to keep the pine cones and long needles off the driveway. I supposed it looks strange to the neighbors when I'm out there in 20 degree temperatures, blowing down the driveway and walk. Aside from the fact that I'm bundled like the Stay-Puff man keeps me in mind of the fact that this really is winter.

The weather in the Midwest and Southeast has been terrible—with the tornados and all. My wife keeps asking why people live in tornado alley.

She also asks why people live in the pines when it snows a lot. I think she answered her own question.

Regardless, spring is on it's way. Cabin fever wasn't as bad this year. It's neat to watch all the birds heading back north and pass through our yard and visit the to-go stations on the deck. I've noticed that the gold finches are getting gold back, the house finches are turning red again, and the hawks keep showing up in the yard for the birdie drive-through.

There is one new thing in the of-fing. After countless hours crawling around on these old knees, I've found a possible solution. Buy one of those propane blow torches that waste every weed, undesirable flower, fencing, trees and other such woodland. I received a gift card to the local farm equipment store. Now I know what to spend it on!

The Republican candidates have filled a lot of time with their endless debates and commercials. This has been the theme for the last several months. It only means the Fox News is on channel nearly 24/7. Lorri asks whether I listen to it all the time. I tell her it's only for breaking news; which is basically true. I really don't want to watch reruns of Ghost Hunters.

So, that's the latest here at Spokane Falls. Think Charleston!

## 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 a 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>



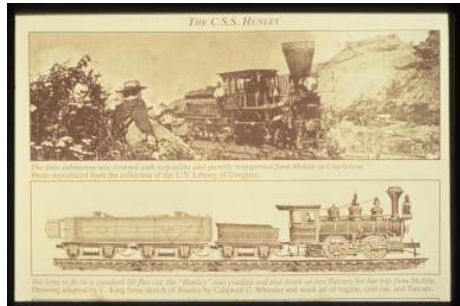
## CSS Hunley Museum

It was a cold, dark, moonlit February night during the Civil War in 1864 when The Hunley, a submarine of The Confederate States of America, attacked and sank the 1240- short ton USS Housatonic, a steam powered screw sloop on Union blockade duty in the outer portion of Charleston harbor.

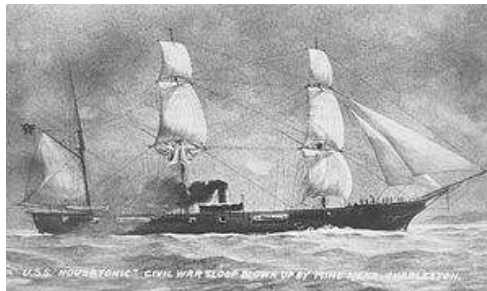
It was a small, somewhat insignificant victory in the scheme of the war, but extremely significant in terms of naval warfare, as The Hunley was the first sub to sink another ship during wartime. The sub completed its task by coming close enough to the Housatonic to ram the side of the ship with a long metal spar, embedding a 135 pound, barbed spar torpedo in the hull. The Hunley then needed to reverse her position, her crew using hand cranks inside the ship to propel the sub backwards 150 feet, a safe enough distance to detonate the torpedo using a rope trigger. After the explosion, the Housatonic burned for only three minutes before sinking.

The Hunley, which was 40 feet long and carried a crew of eight, never made it back that night. Soon after signaling success by shining a blue magnesium light back to shore indicating they were headed back to base, the ship sank for unknown reasons. Since the end of the War Between the States, explorers and treasure seekers scoured the sea around the site of the fallen Housatonic, hoping to discover the Hunley and her crew. In the years following the Civil War, a reward of \$100,000 was even offered by the great showman, P.T. Barnum, to encourage mercenaries to find the lost vessel. But as the years passed by, the story of the Hunley remained shrouded in mystery with her secrets hidden and her resting place unknown for well over a century. In May, 1995, Clive Cussler, bestselling author and founder of the National Underwater Marine Agency, along with a dive team, found The Hunley lying under 30 feet of water and three feet of sediment. The Hunley rested for 136 years before being raised on August 8, 2000 and transported to its current home at the Warren Lasch Conservation Center at the Former Charleston Navy Yard in North Charleston. The submarine was supported by a steel truss and harnesses secured underneath the sub. The truss was removed for

the first time in nearly 12 years on 12 JAN 2012, affording the first clear, unobstructed view of the submarine since it



**Transporting the *H.L. Hunley* by rail to Charleston, SC.**



**The USS Housatonic**



**Exterior view of the *H.L. Hunley* tank and the tank area of the Warren Lasch Conservation Center.**

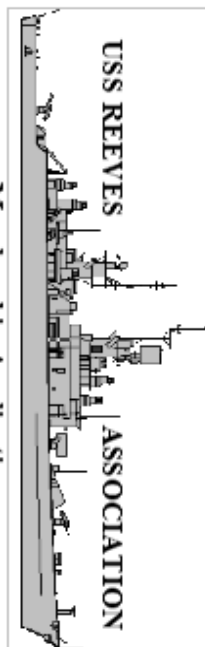
sank in 1864. Conservation efforts continue as the sub still remains in her 90,000 gallon observation tank.

In the course of the last 12 years since the sub was raised, several artifacts have been recovered, including the famed \$20 gold piece belonging to Captain George Dixon. The story was that it was given to him by his fiancé, Queenie Bennett as a good luck charm, and he carried the gold piece into the Battle of Shiloh, where he was shot in the thigh. The bullet struck the gold coin at its center, bending it but likely saving Dixon's life in the process.

He had the coin inscribed with the date and the words, "My Life Preserver" as well as his initials. It is not often legend becomes fact, but in this case, the coin was indeed real. Also found in November, 2002 during conservation efforts, were a gold brooch and ring, both encrusted with diamonds. It is assumed these were to be gifts to Dixon's fiancé upon his return from the Hunley's mission. The eight crew members' remains were removed from The Hunley and the skulls cast and reconstructed. In APR 04, all eight men were finally laid to rest at Magnolia Cemetery after a memorial service at White Point Garden. They were buried with other Hunley crew members who died during several test missions prior to the final mission. The burial was attended by hundreds of journalists in what many called the last Confederate burial.

The Hunley is open for scheduled tours every weekend and tickets can be purchased online at [http://hunley.org/main\\_index.asp?CONTENT=TOURS](http://hunley.org/main_index.asp?CONTENT=TOURS). They include a short tour to view the Hunley from a platform above its holding tank as well as a short talk about the history and details of its mission. There are also artifacts, including Dixon's gold coin, ring and brooch on display, as well as the facial reconstructions of the crew. There is a life size model of a portion of The Hunley from the TNT movie, The Hunley, though it was reconstructed at 10% larger than the actual sub. You will also be able to see the Pioneer sub, an early prototype of The Hunley, as well as other exhibits. There is also an extensive gift shop, where all proceeds go to The Friends of The Hunley for future conservation efforts.

The submarine and its ultimate fate are still a mystery, though scientists are working every day to uncover the answers. Eventually, The Hunley will have its own museum so people can continue to educate themselves and appreciate this significant piece of South Carolina history. For more information, history and ways to get involved, please visit The Friends of The Hunley website at <http://www.hunley.org>. [Source: *The Times and Democrat* Kyla Fraser article via *Submarine News* 21 Jan 2012 ++]



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](mailto:michael.d.robertson@comc.asl.net)  
<http://www.ussreeves.net/association.html> (hyperlink)

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