

Spring 2013

Volume 6, Issue 1

THE IRONMAN—A DOUBLE ENDER’S NEWSLETTER

Membership Scorebox	
Current	34
Past Due	126
Snail Mail Ad- dresses Only	248
Email Address	473
Total Shipmates	2,968

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
Consider Portland	5
Financials/Objectives	6
Mesothelioma Request	6
A Story of Two Photos	7
Agent Orange Update	9
Remember Scooter Stores?	10
Council Appointment	10
Have You Heard?	11
TRICARE Pharmacy	11
Membership Application	12

Reeves 1966-1968 Cruise With DESRON 9

USS REEVES (DLG-24) departed Long Beach, California, on 26 May 1966, for a two year tour with the U.S. Seventh Fleet. The ship, a unit of Destroyer Squadron Nine, was homeported in Yokosuka, Japan, and operated in the Gulf of Tonkin as an anti-air warfare

picket and search and rescue unit, with three patrols as an escort to Aircraft Carriers. REEVES spent 720 days with the Sev-

enth Fleet, 493 of which were at sea and 312 of those in the Gulf of Tonkin. During these operations, REEVES steamed 162,000 miles on 12,272,000 gallons of fuel taken on through 156 underway replenishments.

REEVES achieved the reputation of being an outstanding search and rescue unit among both Navy and Air Force aviators. The ship effected the actual rescue of seven downed airmen, and through professional air control and air navigation services, prevented the need to rescue many others.

In recognition of REEVES’ performance, the ship was awarded competitive “E”s for excellence in air control, electronic warfare, engineering and

supply management.

On 1 July 1968, REEVES departed Yokosuka, Japan, for her new homeport of Long Beach, California. Leaving Japan was a sad occasion for many, but there was a happiness in the thought of “going home.”



USS REEVES (DLG-24) in the Hawaiian Op Area, enroute to Long Beach on 6 August 1968.

The trip home was eventful and enjoyable for the entire crew. REEVES crossed the Equator, where King Neptune came aboard to

hold the traditional “Shellback” initiations. The ship then made visits at Sydney, Australia, and Christchurch, New Zealand, when the people from “down under” lavished the crew with attention and good times.

The ship arrived in Long Beach on 12 August 1968, the end of an enjoyable and rewarding tour.



REEVES was the flagship for Destroyer Squadron Nine (DESRON 9), Captain J.M. Mason (COMDESRON 9) and an embarked

(Continued on page 8)

The President's Page



Greetings to the Reeves Association Family

Spring time is upon us and we can hopefully put the winter of '13 to rest. No real complaint from here, as the Mid-Atlantic celebrates its second consecutive year of being completely ignored by winter. We're actually good with warmer than usual temps and no snow to speak of..... It seems all the nor'easter inspired weather decided to skip past us yet again, and clobber the Northeast – like they needed any additional attention after the devastating storms of last year.

Now if we could just have the same luck with avoiding all the political drama and rhetoric that seems to have invaded the air waves. Like many, I was hoping for some respite after all the election noise of the last few years, but that seems to have been replaced with repeated announcements of financial disaster (Fiscal Cliff, Sequestration, Tax hikes, etc). I'm clearly not impressed with what's going-on, but much happier to consider all these issues from the near-retirement perspective, as opposed to our younger comrades who may have many years left in the work force .

We, as veterans, should be particularly concerned for the well-being of our active-duty brothers and sisters, who seem to again be targeted by the budget axe. We should all be very proud of the level of dedication we see from our military. I don't believe we have ever had a better fighting force, or one better equipped to do its job. We saw this in 2009, when our reunion group was invited to tour the USS Preble (DDG -88) in San Diego. The Preble turned out to be a top-notch fighting ship, manned by a crew that appeared to

be every bit as professional and capable as our best memories of the Reeves. The accounts of our sailor, soldiers, and airmen serving in Iraq and Afghanistan are overwhelming proof that our troops remain second to none.

However, this generation of service personnel is faced with many issues that we did not have to consider in our day, including more time deployed, a very un-clear threat environment, shifting priorities, and uncertain economic pressures. All of which is needlessly complicated by an environment of political correctness.

Our biggest concerns, as veterans of this process, should be for the manner in which the members of our military are being treated. It is becoming increasing apparent that the latest cuts to the defense budget will eliminate many of the support programs that enable our troops, and their families, to survive living while serving the demands of our country. Support programs that were lacking in our day, and in many cases were built to address the problems of our day, are being cut to satisfy budgetary needs. We're observing the undoing of many years of effort to make the military attractive to our next generation of sailors, soldiers, and airmen. Programs designed to not only bring young men and women into the military, but also take good care of them while they serve. De-funding and eliminating these programs breaks promises made to those who are expected to put themselves in harms way, and leaves their families without the support required to stay off the welfare rolls. The impact can be most easily and disastrously quantified by considering that the suicide rate of our armed forces has, for a second year, exceeded the battle loss numbers in an active war zone.

We, as veterans, should be very concerned about the needs of our troops, as we can all identify with the problems associated with less-money, less time with family, and a bare-bones budget to support long deployments. The threats and events of our cold-war era days seem to pale in comparison to the threat potential our military faces today, from both external and internal actions. Who of us could have predicted Al Queda, Cyber Warfare, and years of continuing resolutions? The loss of the very benefits that makes all those efforts bearable could create just the conditions for an exodus of highly trained and dedicated troops from our military. And right at a time when we, as a country, need them the most.

What to do? Look, listen, and read about what's going on. Don't take my word for it. Make it a point to examine the problems facing both our country and military, and form your own opinion. Aim at a point above noise level where political promises are made, and actually watch what they do instead of just what they say. Support those people and organizations that support our troops and our veterans, and stop supporting those who demonstrate they do not. Our troops and veterans clearly deserve better than they are getting. It is up to us as Americans, and particularly as US Navy Veterans, to do what we can to help our current generation of military watchers through these tough times.

Please make it a point to keep their best interests in mind, and do what you can to support positive changes for our current and next generation of veterans. It's that important.

Happy Spring! Here's wishing you fair winds and following seas.

//tom

Mail/eMail/Decklog From Our Shipmates —



Merry Christmas to all the sailors that was aboard the old girl & to the people behind this site!!!!

Ed Williams (Facebook)



Merry Christmas to all the Reeves shipmates. How many of you remember what happened the last night

of the long cruise that started after recommissioning in Bath and ended up at our new home port of Pearl Harbor? All of 2nd division would know. As a hint it had something to do with testing a gray smoke grenade on the 01 level. Someone had the bright idea to show colored smoke from various points on the superstructure as we entered Pearl Harbor. It was a late night going into early morning for those of us in 2nd division

George McHale (Facebook)
(fone-guy@swbell.net)

Michael,

I just this past week sent my years membership of \$20.00 plus \$20.00 to help out. Am looking forward to the membership as I have wondered for years what happened to the Reeves. I have a part of a key fob that says plank owner that I have on a necklace. Am planning on the Portland reunion. Not far from home. Keep in touch.

Dave Thompson

Mike,

Thank you, I will certainly consider the reunion in my plans. Also, I will be paying dues as well as making a purchase from the store soon. It is my great honor to support the ship that my father ultimately gave his life for. I would love to meet anyone who attends the reunion.

Thanks again.

Robert A. Warner



I just joined the group and thought I would say hello. I was aboard the Reeves from June 1972 and departed July 1976.

William Boggess (Facebook)



I just joined the group and I'm anxious to get in touch with former shipmates from 1974 - 1978. I was QM under 3 Captains; Fontaine, Dickman and Chang. This brings back a lot of memories.

Michael E. Fiore (Facebook)

Eugene (Willingham) ...

My name is David Sumner, better know as "Cotton" to my friends. I served on the Reeves from 65-68, worked in the #2 Engine room for (Jack) Stewart MM1, who was a good friend of Charlie Brown BT1 in #1 Fireroom.

You may recall Jerry Sumner BT3 who worked in the #1 Fireroom during this time frame. He was called J.L. by you men in the Fireroom. J.L. and I were from the same hometown in KY, known each other since we were kids. We joined the Navy together went through bootcamp in San Diego in the same company #541 and received orders to the USS REEVES DLG-24 in Long Beach, went to WESTPAC and slept in the same compartment in "M" Div. for 17 months, J.L. went home on emergency leave to attend the funeral of his brother who was 19 years of age. Upon returning to Yokosuka, Japan J.L. entered the base Hospital for a Physical exam and test results showed he had the same Heart problem that had taken his little brothers life days earli-

er. This was July 1967. J.L. was given a Medical discharge by US NAVY and returned to Ky and died March 1977.

Jerry and I remained good friends after I was discharged in 1969 until his untimely death in 1977. His family asked me to be a Pallbearer, it was an honor for me to serve.

David "Cotton" Sumner

David,

Thanks for the info, is Charlie Brown still alive and living in KY?

In my opinion we did have a very good crew and captains aboard the Reeves.

I only ran into two shipmates a board the Reeves after I was discharged in 1969. The first shipmate was a quarter master. I don't remember his name, he was on the heavy side and wore glasses. He was from New York. That was in seventy in North Long Beach, CA, in a super market. The second, John Reid, was a sonar tech from Virginia. He still lives in CA. We stay in touch via phone. He retired from the Navy.

I don't remember Jerry Sumner from the forward Fire room. I do remember Hags, Beckham from Minnesota, Kelly from Alabama, Martin from Kentucky, and ISO from New York. All these guys work in the forward Fire room with Charlie Brown and I until January 1968. I was assigned to the forward Fire room August 1966 from the deck division.

I do remember the names John Briquet and Gus Ellis, from the forward Engine room. I would have to see a picture of you to remember your face. I remember Stewart from the after Engine room and Doug Whiting.

(Continued on page 4)

Email/Deck Log (continued)

Its good to hear from you and for you to provide me with some names of those who served aboard the USS Reeves DLG-24 during 1965-1968.

A little history on me, after I was assigned to USS Towers DDG- 9 in January 1968. She was homeported in San Diego CA. I went back to Vietnam October 1968 on the USS Towers as part of the task force escorting the battle ship New Jersey. I was discharged June 5, 1969 in Long Beach CA.

I worked for the Texaco oil refinery for five years and joined the Long Beach Fire Department in 1974 - 2004. I retired from the Fire Department. I was living in Cerritos CA until 2010. My wife and I came to Myrtle Beach SC to a house warming and end up buying a home in Myrtle Beach.

Do you recall the first day on the line in Vietnam when we rescued our first pilot who ditched his plane after being hit over land, and the plane went down in front of the ship. He had injuries to his arm.

Thanks again for the info, take care and have a happy new year and stay in touch.

Eugene Willingham Sr. One of the tallest guys on the ship

(To the association)

Thanks for the info on my USS Reeves DLG-24 shipmates. I was sad to learn my first class Charlie (Smith) and second class (Joseph) Izzo had passed away a few years ago. You don't put off tomorrow for what you can do today.

You keep up the good work you are doing. I am putting my membership fee in the mail tomorrow.

Have a bless evening.

Eugene Willingham Sr.

(Amen, shipmate, amen)

Mike,

Please add this deceased shipmate to the remembrance page:

LT(jg) Terry D. Ragan 1946-2001

I do not recall his exact dates that he served onboard REEVES. He was part of the crew in 1984. Terry was the ship's PAO. He was also my daughter's Godfather and attended her baptism.

Thanks,

Eric (Wenzel)

(Please view the Reeves website Remembrance Page at

<http://ussreeves.net/remembrance>

for all of our known shipmates who have passed.)

Michael,

Just received the association newsletter. I was assigned to the USS Reeves as a FTM1 1975-1979 while she was homeported in Pearl Harbor, HI. I joined the ship while she was on a westpac, meeting her in Subic Bay, PI. The ride from Clark AFB to Olongapo City was eye opening. I departed while she was in the yards at Pearl Harbor. While I was on board, I was awarded "Yard of the Year 1976 for Radford Housing Area" I will be mailing my application for membership. I am a member of the USS KING Association and our reunions are held annually. Our last reunion (June 2012) was held in Las Vegas. Our next is in Charleston, SC. Our reunion in 2011 was held in San Antonio, TX and we stayed at the St. Anthony Hotel. It was very nice. I can connect our reunion chairman with yours.

LPS,

Peter D. Vuchetich
FCC USN Ret

Mike,

I sometimes go online and search for names of sailors I served with on board the USS Reeves. Sorry to say, but I recently came across the following obituary and would appreciate it if you would post it on the Reeves site. Randy was a machinist mate assigned to the after engine room from 1973 through 1974. He was a pretty good guy and those who might not remember his name might remember someone who drove a gold dune buggy for a while and then drove a blue 1956 Chevrolet. Randy was very good friends with Gary Dale Ahrens from Oregon, Patrick Freeley from California and Jim Hutchinson from Florida. I already sent Jim Hutchinson the obituary and wondered, if you have addresses for Gary and Patrick, whether you could forward this sad piece of information to them. I tried contacting Randy's family to get information about his life after Reeves, but was never able to contact anyone.

Thank you.

Jewel Brown

Obituary for Randy J Imes

Randy J Imes 57, of Naples died at home Dec. 10, 2010. Randy was a disabled veteran, having served in the U S Navy during Vietnam. he is survived by his loving wife, Patricia , a step-son Michael Matz, both of Naples, a step-son Charles (Chuck) Matz of Sarasota, and a brother, Robert of Hawaii. he was also preceded in death by two brothers, Richard and Ronald.

Consider the Northwest, Consider Portland

In preparation for Portland as our next reunion city, Lorri and I will be attending a Military Reunion Planner's Conference next July at the Red Lion on the River Motel.

Portland has been described as America's most European city. If that means a great walking city with tons of public transportation, a progressive



atmosphere that celebrates the arts, a culture of great food, artisan coffee, beer and wine and neighborhoods chock full of shops selling handmade clothes, crafts and furniture, then we'd have to agree.

As fantastic as Portland is to spend time in, it's one of the easiest cities to spend time outside. The mountains, waterfalls, wine country and other assorted outdoor goodies Oregon is so famous for are all a short drive away.

So whether you're looking to



spend time in or outside a great city, Portland's it.

And so says the Portland Travel Site.

USS Reeves was no stranger to the Rose City. She made a few cruises to join in the Portland Rose Festival.

Heeding the call of the "Women's Auxiliary" at the 2012 reunion, Portland is a perfect base for wine and vineyard tours west of Portland.

There are river tours on both the Willamette and Columbia. Some tours use a jet boat, others use a stern wheeler.

Of course, there are day trips to Mt. Hood and Mt. St. Helens.

The Heart of the Gorge Land & Sea Excursion is a fully narrated tour covering 60 miles of the Columbia River aboard a jet boat and a sightseeing motorcoach.



One half of the trip is done by jet boat and the other half by motorcoach. There is no guarantee which half of the tour will be conducted on the boat and which half will be on the motorcoach. That decision is made on the day of the tour.

This cruise portion has the added excitement of taking place on a high-speed jet boat - an experience just as breathtaking as the scenery. Fast and comfortable, the jet boat is a great



way to see the Columbia River. Portland is the home to some 30 different breweries. There are pub and brewery tours aplenty.

No itinerary would be complete without considering the Portland Spirit Dinner Cruise.

Fresh Northwest cuisine, live entertainment and grand scenery are all the ingredients you need for a memorable evening.

On the Portland Spirit Dinner



Cruise, this flagship yacht combines a classic nautical experience with a fine dining atmosphere, while the Captain provides entertaining narration on the outside deck. Major sights on the cruise include Memorial Coliseum, the Rose Garden Arena, Oregon Convention Center, Spaghetti Factory and Willamette Park.

These are only some of the



options to be considered. Finding a hotel for the reunion is the first item of business. Stay tuned for developments.

Financials

USS Reeves Association	
FY 2013 Income Statement	
<u>Income</u>	
Dues	\$440
Donations	\$315
Reunion	\$0
Ship's Store	\$86
Cost of Goods	-\$62
Total Income	\$839
<u>Expense</u>	
Advertising	\$27
Newsletters	\$293
Postage	\$45
Reunions/Other	\$0
Total Expense	\$535
Net Income	\$174
FY 2013 (YTD) Assets	
Cash Assets	\$3,766
Liabilities	\$460
Net Equity	\$3,307

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

Mesothelioma Request

Dear Mr. Robertson,

My name is Arthur Prystowsky, as per our conversation on the phone, I am writing on behalf of Steven Simmons BTCM who served on the USS Reeves from 1970-72. Unfortunately, Mr. Simmons passed away from asbestos related lung cancer. The firm, Belluck & Fox, is representing Mr. Simmons estate and trying to gather information about Mr. Simmons' time on the USS Reeves. We are very grateful for your help in this matter. The list of shipmates that we talked about over the phone and their email addresses will be very helpful for us. Additionally, we were wondering whether it would be possible to put an advertisement in the newsletter asking anyone who served with Mr. Simmons to contact our office. I want to thank you again for your time and help.

Sincerely,
Arthur Prystowsky

Arthur G. Prystowsky
Law Clerk
Belluck & Fox, LLP
546 Fifth Avenue, 4th Floor
New York, New York 10036
T-212-681-1575
F-212-681-1574

<http://www.belluckfox.com>

Ed. Shipmates, this was a topic of discussion at the reunion in October. Willie Avant has been in contact with Mr. Prystowsky. This request involves a mesothelioma claim. I know that we have other shipmates who are also suffering from lung cancer. I would suggest that they or their families also contact Mr. Prystowsky.

Cruisebooks

Shipmate Neal Cozart (1976-1979) made available to the Association the 1966-1968 and 1975 cruisebooks. These were scanned and placed on the website. They can be viewed at:

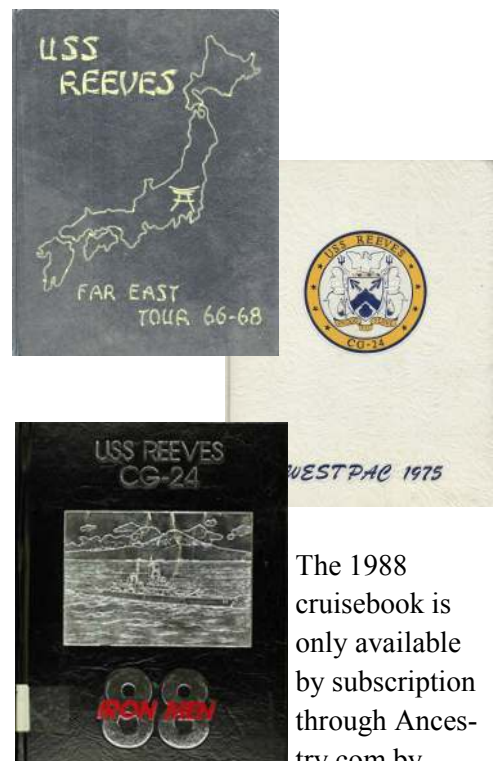
<http://www.ussreeves.net/cruisebooks.html>

Additionally, Neal made available photographs, lighters, buckles and other artifacts that can be seen at:

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

If you have items that could be displayed on the website, contact Mike Robertson at

michael.d.robertson@comcast.net.



searching

U.S. Navy [Cruise Books](#), 1918-2009 at the Ancestry.com site.

A Story of Two Photos

Two photographs of fleet assets have been circulating in the email-sphere lately. Both of which have used the same photograph to support their shocking conclusions. The first photograph was taken on 20 December 2012 as an official photograph (according to the image annotations—*Fleet-003-US-VA-Norfolk-20121220-N-ZN152-189.jpg*).



Fleet-003-US-VA-Norfolk-20121220-N-ZN152-189.jpg

The second photograph was attributed to a new source on February 8.



NORFOLK, VA. (February 8, 2013). The first time since WWII that five U.S. aircraft carriers were docked together.

USS Dwight D. Eisenhower (CVN 69), USS George H.W. Bush (CVN 77), USS Enterprise (CVN 65), USS Harry S. Truman (CVN 75), and USS Abraham Lincoln (CVN 72) are all in port at Naval Station Norfolk, Va., the world's largest naval station.

Without studying the photos too long, we can conclude that both are part of a photo sequence that were taken on 20 December by the USN as one of their Fleet stock photos.

The intent of the “newer” photo was to document the effect of March 1 sequestration of funds on the Navy. The first photograph was the documentation of so many capital ships moored in a “battle ship row” configuration since World War II. It seems that the two are related, but that’s not an issue for this newsletter.

My only reaction was—I can’t believe the parking lots around the fleet piers are cram-jam packed. I was there two years ago and there weren’t any ships...or cars...or sailors...or anything. It kinda reminds me of the fleet piers back in the 60’s.

Oh, yes. One more thing. The SS United States used to sit way up in the right corner where the blue cranes now reign. And...have all those sailors been ashore since December? Norfolk must be loving it!!!

Remembrance Web Page

If you have access to the internet, a web page was added to the web site over a year ago. On the index column, it’s called **Remembrance**. It’s purpose is to remind us of our shipmates that have passed and are no longer with us.

With the update of our database from the Cruiser Sailors Association, we have been able to update the information.

There are now 30 names for former shipmates. If you are able to view the page, and notice someone is not listed, please let me know. I am able to do some research to gather important dates.

Reeves 1966-1968 Cruise With DESRON 9 (cont)

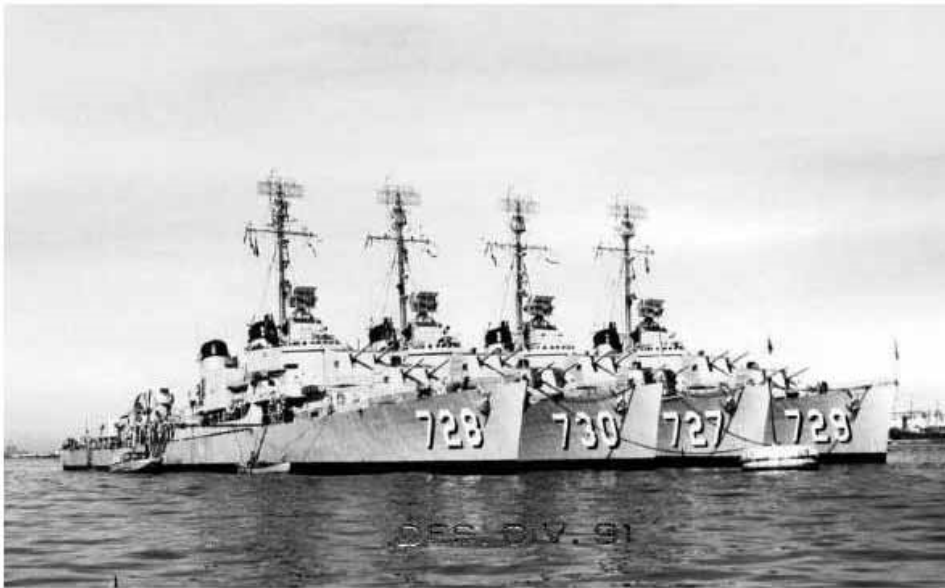
staff of six officers and eight enlisted. Other ships in the squadron included USS CHANDLER (DD-717), USS DE HAVEN (DD-727), USS MANSFIELD (DD-728), USS COLLETT (DD-730), USS BLUE (DD-744), USS HOLLISTER (DD-788), and USS OZBOURN (DD-846). These were

ships did. This was a fluke of the Navy's ship building program during WWII. The Fletcher's were quickly built to meet the Japanese threat—the first ship of the class, USS Fletcher (DD-445) was commissioned on 30 June 1942, slightly more than six months after the attack on Pearl Harbor.

when serving as the flagship was the transfer of the squadron flag to the “small boys” accompanying a carrier group when REEVES was assigned to a SAR or PIRAZ station some distance from the carrier group. Yes, the ship dug holes in the ocean traversing a five mile square for days on end, but the Commodore and staff were back running the screen and plane guard duties around some carrier.

Secondly, when it was time to enter port, order was determined by seniority. The Commodore was usually one of the most senior non-flag officers which meant going piersonside a long way away from the carrier's mooring point.)

I wonder if anyone still has one of these... Surely it would have been sold in ship's store during the Far East Cruise of 1966-1968.



An undated “nest” of DESRON 9 ships moored “in the stream.” From left to right, USS MANSFIELD (DD-728), USS COLLETT (DD-730), USS DE HAVEN (DD-727), and USS LYMAN K. SWENSON (DD-729). These are all ALLEN M. SUMNER-class ships. They are all pre-FRAM, probably after WWII.

Note that this photo is embossed as DES DIV. 91. Until the mid-60's, squadrons consisted of two divisions of four ships each. We had a lot of destroyers left over from WWII back then.

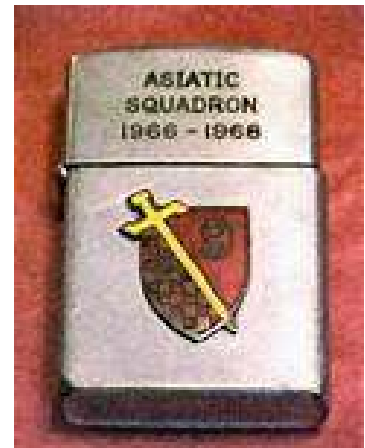
How the Bos'n must have “loved” sharing his boat boom and accommodation ladder with the other ships in the nest. Remember the advantages and disadvantages of being outboard in a nest?

all venerable Sumner and Gearing class destroyers from World War II, between 20 and 25 years old.

While all of the Sumner-class ships saw action either in the Atlantic, Pacific or both, during WWII, none of the Gearing-class

DESRON 9 with REEVES as the flagship is a perfect example of the evolution of the American destroyer between 1942 and 1962.

(The first advantage of an AAW picket ship like REEVES



DESRON 9 - One of the last to be called an Asiatic Squadron, I'm sure.

IRAQ STAR INC.

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

Agent Orange Update

VA maintains a list of U.S. Navy and Coast Guard ships associated with military service in Vietnam and possible exposure to Agent Orange based on military records. This evolving list helps Veterans who served aboard ships, including "Blue Water Veterans," find out if they may qualify for presumption of herbicide exposure. Veterans must meet VA's criteria for service in Vietnam, which includes aboard boats on the inland waterways or brief visits ashore, to be presumed to have been exposed to herbicides. Veterans who qualify for presumption of herbicide exposure are not required to show they were exposed to Agent Orange or other herbicides when seeking VA compensation for diseases related to Agent Orange exposure. These can be found at <http://www.publichealth.va.gov/exposures/agentorange/diseases.asp>.

Ships or boats that were part of the Mobile Riverine Force, Inshore Fire Support (ISF) Division 93 or had one of the following designations operated on the inland waterways of Vietnam. Veterans whose military records confirm they were aboard these ships qualify for presumption of herbicide exposure.

- LCM (Landing Craft, Mechanized)
- LCU (Landing Craft, Utility)
- LCVP (Landing Craft, Vehicle, Personnel)
- LST (Landing Ship, Tank)
- PBR (Patrol Boat, River)
- PCF (Patrol Craft, Fast or Swift Boat)
- PG (Patrol Gunboat)
- WAK (Cargo Vessel)
- WHEC (High Endurance Cutter)

- WLB (Buoy Tender)
- WPB (Patrol Boat)
- YFU (Harbor Utility Craft)

If your vessel is not included in the Mobile Riverine Force, ISF Division 93 or above designations, check VA's latest Alphabetized Ship List at <http://www.publichealth.va.gov/exposures/agentorange/shiplist/index.asp>. VA will help determine qualifying service in Vietnam when you file a claim for disability compensation, survivors' benefits, or benefits for children with birth defects. To contact VA Call 1-800-827-1000 or 1-800-829-4833 (TDD for hearing impaired) or Go to your nearest VA benefits office. [Source: NAUS Weekly Update 22 Feb 2013 ++]

Ed. Many of our shipmates recall visits to Danang, Monkey Mountain and other areas in the period before 1972. Check the Ship List!

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

Another Shipmate Passes

Shipmate FC2(SW) Steve Keller passed away on 28 Feb 2013. Steve had been diagnosed with terminal brain cancer.

Many of you responded to an association "Special Muster" email in November 2012 after we were contacted by Steve's father, Tom Keller. All of your emails were received by Steve. I understand that some email conversations also ensued. According to Tom Keller, due to your response as shipmates, Steve died a much more fulfilled and loved man.

In particular, shipmate DCFA John Walls, who served onboard during the same period as Steve, must have made a significant difference in what and how he said what ever he said. It was poignant enough that Steve shared it with his dad.

Steve served onboard

REEVES during the period 1989-1993 as in Fox Division as a CIWS tech. After the REEVES, he served on the PAUL HAMILTON, also homeported in Pearl. From his start on the REEVES, Steve made FCC on the HAMILTON and eventually joined the ranks of those of us as retired Navy.

Steve and his wife, Judy, lived in Lacey, WA, where he had been pretty much removed from chemotherapy and was being treated with morphine.

There will be a memorial service and interment of Steve's ashes at Ft. Logan National Cemetery in Denver, CO, on 25 Mar 2013.

You can contact Tom Keller at twkeller1@comcast.net for additional information.

Remember the Scooter Store Ads on TV?



More than 100 FBI agents and federal and state agency investigators descended on the New Braunfels, Texas, headquarters of the Scooter Store 20 FEB. The company, which has been in and out of trouble for at least the past eight years, is one of the nation's leading purveyors of powered wheelchairs paid for largely through Medicare. Reporters on the scene said agents interviewed Scooter Store employees who work on Medicare billing. Those employees declined to discuss the questioning. The rest of the store staff were sent home by agents who handed them cards soliciting their help with a toll-free number for the FBI. Wednesday's raid is part of an intensifying hunt for Medicare and Medicaid fraud in Texas. The Senate Health and Hu-

Council Appointment

Mike,

This morning, I was officially notified that I have been appointed to the Secretary of the Navy's Retiree Council. A copy of my appointment letter is attached. I would appreciate it very much if you would send out a notification in the upcoming REEVES newsletter to all association members.

I will be heading to Washington, DC in August to attend the Retiree Council meeting. As a member of

man Services Committee earlier this week gave its approval to Senate Bill 8 providing broad support for a crack-down on Medicaid fraud. The Scooter Store has for years advertised its prowess in navigating Medicare provisions on behalf of seniors to provide them with a motorized wheelchair at little or no out-of-pocket costs to them.

These promises were irresistible. In 1999 American taxpayers subsidized \$259 million for power wheelchairs, according to an investigation done in 2011 by the Department of Health and Human Services' inspector general. By 2003, power chair subsidies jumped to \$1.2 billion. After a tightening of Medicare guidelines for eligibility by the Centers for Medicare and Medicaid Services, taxpayer subsidies dropped to \$658 million by 2007 but shot up the following year to \$779 million, the report said. The inspector general concluded that 61 percent, \$95 million worth of all power wheelchair claims reviewed in the first six months of 2007 were faulty. In 9 percent of the

the REEVES Association, I will be seeking input for issues to bring forward to the SECNAV. The Council is also going to have "virtual sessions" throughout the year. If any of the membership have any burning issues that cannot wait, please let me know and I will address them at one of the virtual meetings.

I am very honored to have been nominated and selected for this prestigious position. It is a three-year appointment. In the upcoming

cases the wheelchairs were not medically necessary and in 52 percent because the medical necessity had not been documented, the report said. A later inspector general's audit determined the Scooter Store had between 2009 and 2011 been overpaid by Medicare between \$46.8 million and \$87.7 million. The company negotiated with the Centers for Medicare and Medicaid Services for a settlement with the government of just \$19.5 million, according to an investigative report last month by CBS News. In 2007, the U.S. Department of Justice ordered the Scooter Store to pay back \$4 million and relinquish millions of dollars in claims for falsely representing the medical necessity for the wheelchairs to doctors. At the time the company was getting \$5,000 to \$7,000 per chair from Medicare, then selling them for \$1,500 to \$2,000 each, the Justice Department said.

Ed. I wondered about that. If it's too good to be true, then it's probably not true

three years, I know that I have your support, and I will do everything I can to represent the REEVES Association.

R/YNC(AW) Eric W. WENZELc

Ed. Eric has provided us with the appointment letters which will be promulgated on the website.

Eric can be contacted directly at:

usncpo@ewenzel.us

Have You Heard?

A college professor, an avowed atheist and active in the ACLU, was teaching his class. He shocked several of his students when he flatly stated that for once and for all he was going to prove there was no God. Addressing the ceiling he shouted: "GOD, if you are real, then I want you to knock me off this platform. I'll give you exactly 15 minutes!" The lecture room fell silent. You could hear a pin drop.

Ten minutes went by. "I'm waiting God, if you're real, knock me off this platform!" Again after a few more minutes, the professor taunted God saying, "Here I am, God! I'm still

waiting!"

His count down got down to the last couple of minutes when a NAVY SEAL, just released from the Navy after serving in Afghanistan and Iraq and newly registered in the class, walked up to the Professor. The SEAL hit him full force in the face, and sent the Professor tumbling from his lofty platform. The Professor was out cold.

The students were stunned and shocked. They began to babble in confusion. The SEAL nonchalantly took his seat in the front row and sat silent. The class looked at him and fell silent waiting.

Eventually, the professor came to and was noticeably shaken. He looked at the SEAL in the front row. When the professor regained his senses and could speak he asked: "What the heck is the matter with you? Why did you do that?"

"God was really busy protecting America's soldiers, who are protecting your right to say stupid things and act like an idiot. So He sent me."

Two things Navy SEALs are always taught:

1. Keep your priorities in order
2. Know when to act without hesitation

TRICARE Pharmacy Mail Order

TRICARE pharmacy copay increases prompted a number of additional questions (below) on how mail-order refill requirements for TRICARE For Life beneficiaries will be implemented later this year (no earlier than summer, and it could be later).

Q. I live in Arizona, where temperatures routinely are over 100 degrees. Won't drugs lose their potency if they ride around in a hot mail truck all day or sit on a porch or in a mailbox?

Answer: Express Scripts (whose TRICARE distribution center is in Tempe AZ) officials say the temperature issue is mainly a longer-term storage concern. Sitting in a delivery vehicle or mailbox at higher temperatures won't cause a loss of potency for most drugs. The ones for which that could be an issue are mailed in special temperature-controlled packaging and closely tracked to delivery.

Q. My wife and I get our prescriptions

from a military pharmacy. Will we have to sign up for mail-order refills and stop going to the base?

Answer: No. You can still get refills through military pharmacies if you choose. The restriction on maintenance medication refills for Medicare-eligibles only applies to retail pharmacies, not military pharmacies.

Q. My mother is a 91-year old surviving spouse who is a TFL beneficiary. She lives on her own – without a computer. How will TRICARE and Express Scripts handle this new requirement with her?

Answer: A mail-order refill account can be set up pretty quickly and easily by phone. Still, some seniors may have physical disabilities and cognitive impairments which may be problematic. We are working with DoD to help establish reasonable criteria for exemption from the mandatory program.

Q. My spouse has had difficulty ob-

taining a prescribed narcotic from the mail-order pharmacy. The prescription is only for a 30 day period then requires a new one. How will this be handled?

Answer: Only refillable medications will be affected by the mail-order/military pharmacy requirement. We understand that narcotic drugs will be excluded from the requirement. Although some narcotics may be used for chronic conditions, all narcotics will be exempt.

Q. How do I contact Express Scripts to set up a mail-order account and get my prescriptions transferred?

Answer: You can do that on the web at <http://express-scripts.com/TRICARE/>. Many prefer to do it by phone at 1-877-363-1433 (for the hearing impaired, TTY 1-877-540-6261).

[Source: MOAA Leg Up 8 Feb 2013 ++]



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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@comcast.net
<http://www.ussreeves.net/association.html> (hyperlink)

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