



DEPARTMENT OF THE NAVY

USS REEVES (CG-24)

FM SAN FRANCISCO 06077

IN REPLY REFER TO  
1 February 1983

Dear REEVES Families:

Even as I write to you REEVES continues to be transformed. January quickly passed, but not before the ship absorbed several thousand man hours of work. The entire hull has been sandblasted and a light green color primer coat was followed by a grey undercoat. Eventually the orange, yellow and green surfaces of REEVES will receive a coat of "haze gray" which will restore the "natural" color of this United States Ship of the Line. You can be proud of your crewmember's diligent and untiring effort which is affording REEVES a successful overhaul.

Safety is a high priority consideration onboard REEVES whether inport, underway or in overhaul status. Our medical department, headed by HMI Fred CATCOTT and consisting of HM2 Willie BLANDING and SN John BOREN, is an integral part of the safety picture. This team has many roles. The medical department oversees doctor and dental appointments for the crew at the Fleet Dental Clinic and Naval Regional Medical Center, Yokosuka; gives instruction in the area of first aid; updates medical and dental records; ensures shipwide inoculations; manages the REEVES' weight control program; advises the Command regarding drug and alcohol abuse and treatment; and administers on-the-spot first aid and treatment. These men make a significant contribution to the crew, and I want you to know that the health and welfare of your crewmember is well attended by REEVES' competent staff of hospital corpsmen.

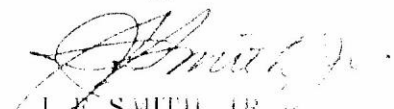
While in drydock, REEVES' crewmembers are standing a six-section duty which means that a crewmember will stand watch on a rotating basis every sixth day. Each duty section has a Duty Damage Control Fire Party (approximately fifteen men) who are tasked with putting out fires, plugging leaks, and handling general emergency situations. On January 5th, the fire parties from the six duty sections competed against each other in two areas of damage control. First they assembled and started a P-250, a large dewatering or firefighting pump that draws water through a 3 inch hose from a water source and cycles it through the pump and out one 2½" or two 1½" hoses. Then they raced the clock to place a patch on a broken section of pipe spraying cold sea water in all directions. Duty Section Four fire party won the P-250 contest in a record time of one minute nineteen seconds to rig the pump and start taking suction. The team is headed by MMI Carl NEWELL, scene leader, and consists of IC2 Kasper HARRIS, HT2 R. M. HACKLER, BT3 Edward ALLEN, OS3 Clay HOLMES, QM3 Tyler SCOTT, FTM3 Joe WEATHERALL, EMFN Peter SHANK, MMFN Victor HUERTA, MMFN Noel MONTIFOLLA, HPFN Kent BETHEL, FN Gary SPANGLER, SN Michael GILMORE, DKSA Jeffery CARBAUGH, GMMSA John MASON, SA Larry MITCHELL, SA C. BERMUDEZ, and SR D. D. DOMINGO. Duty Section three's fire party won the pipe patching contest by patching the simulated damaged pipe in two minutes six seconds. The team is headed by HT1 Billie SMITH, scene leader, and consists of EMI Felix NOLASCO, BT2 Don STALEY, MS2 John MAGERS, GMM2 Anderson STACY, MM3 Arthur DRAKE, BT3 Charles SUCKOW, BT3 Michael GROEBNER, FTM3 Elias KINGROSE, STG3 Jeffery RIDGE, SH3 Oscar MONTENEGRO, MMFN Robert KREOPSKY, BTFN David REYES, MMFN Randall GONSALVES, OSSN Jonathan BALL, MMFN Rizal ALVARADO, FN Harvey HATCHER, BTFN Anthony BERRY, SKSA C. A. CHAMBERLAIN, and SA Michael BROWN. Based on total time for the two events, the overall competition ended in a tie between Duty Sections One and Four. Team One is directed by HTG Marcus BAKER, scene leader, and consists of MMI Danilo GARDUNO, EMI Thomas RUSHTON, EN2 Luke STRAW,

STG2 Charles FOSTER, EM2 Herman DOCUSIN, MM3 Willie COOK, HT3 John STINER, MM3 Garland BANKS, MM3 Raymond LOPEZ, BT3 James SNOW, BT3 Wesley HILL, ET3 Roger WALKUP, GMMSN Terry PRENTICE, SKSN Juan DELAROSA, TMSN Richard SCOTT, OSSA Ronald TIEMAN, BTFA Terry RUSHING, SA Jimmie BANKS, SR H. G. MAGNUSON, and SR B. A. STOKELY. REEVES stresses a good damage control program because it is such an important aspect of shipboard safety and combat survivability. The crew works long and hard to ensure our high level of damage control readiness and awareness.

Several new crewmembers joined REEVES in January and I extend a hearty "Welcome Aboard" to: EMC Benjamin LUMALU, OS3 David FREDREACEA, GMTSN Robert CROUCH, RMSR Stephen DECRISTOFARO, and FR Charles BURNS.

Biting winds and freezing temperatures made January in Japan a cold month especially for those who live "out on the economy" or who spent duty nights aboard in our unheated compartments. February is not known for its warm climate, so we do not anticipate a break in the weather until spring. The ship is without steam due to the boilers and associated piping and valves being overhauled, so the only heat onboard REEVES comes from small electric space heaters placed throughout the ship. In spite of the inconveniences, shipboard life goes on, and we know that soon we will be able to see the light at the end of the tunnel. Remember us in your thoughts and letters as we do you.

Sincerely,

  
J. F. SMITH, JR.  
Captain, U.S. Navy