



THE IRONMAN—A DOUBLE ENDER’S NEWSLETTER

Membership Scorebox

Current	51
Lifetime	15
Past Due	143
Snail Mail Ad- dresses Only	251
Email Address	495
Total Shipmates	4,249

Dues Notice!

Please be sure to check your mailing label or email notation. If it doesn't say Current or Life 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.

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In Memory of Rear Admiral Ming E. Chang, USN (Retired) April 20, 1932—October 3, 2017 Captain, USS Reeves (CG-24) 1977-79

From: Cox, Samuel J SES NHH, DNS-H
Sent: Thursday, October 12, 2017 8:18 AM
To: Cox, Samuel J SES NHH, DNS-H
Subject: Passing of Rear Admiral Ming Chang

Fellow Flag Officers (Active and Retired)

It is with deep regret that I inform you that RADM Ming Chang passed away on Oct 3. Ming served from 1955 to 1990. Born in Shanghai in 1932, son of Chief Petty Officer Yu Ching Chang, USN, Ming had the distinction of becoming the first naturalized citizen of Asian descent to achieve flag rank in the United States Navy. Graduating from the College of William and Mary in 1955, Ming enlisted in the United States Naval Reserve in Sep 1955, and was subsequently commissioned an ensign in the U.S. Naval Reserve and reporting for active duty in Mar 1956 aboard USS Lexington (CVA-16.) Seagoing assignments included XO of USS Hollister (DD 788,) CO USS Rathburne (DE1057,) CO USS Reeves (CG-24,) Chief of Staff, Carrier Group THREE, Chief of Staff, Commander Third Fleet, and Commander Cruiser Destroyer Group TWO (1983-1985.) His shore tours included time in Vietnam (1970-71) with Naval Forces Vietnam/Naval Advisory Group/Military Assistance Command, Naval Support Activity Saigon, and Senior Advisor, Amphibious Task Force 211. Other Shore tours included Deputy Commander, Weapons and Combat Systems, Naval Sea Systems Command. He finished his distinguished career as Naval Inspector General, 1987-1990. After retirement, he became vice president and corporate director for the Pacific Region at Raytheon and the president

of MEC International, LLC.

As a personal recollection, RADM Chang rode IKE as CRUDES TWO on a TRANSLANT when I was an embarked squadron intel officer. RADM Chang had a reputation as an extremely demanding leader, which I observed him live up to on several occasions. At the end of the line period, there was some trepidation amongst the airwing about how a “blackshoe” admiral would react to the traditional (and then quite freewheeling) Foc’sl Follies. RADM Chang sat stoically as the airwing skits lampooned him, shall we say, “mercilessly,” At the end, he got up, took the microphone and dished it right back to the airwing with a sense of humor that practically had people falling off their chairs laughing.

Funeral services will be held at Arlington National Cemetery at a future date.

Rest in Peace Admiral Chang

Very respectfully,

Sam

Samuel J. Cox
RADM, USN (Retired)
Director of Naval History
Curator of the Navy
Director, Naval History and Heritage Command
202-433-2210 samuel.cox@navy.mil

The President’s Page



Greetings to the Reeves Association Family

Here we are, all lined up for the holidays with a year that seems

to have gone by way too fast. The calendars seem to have found a way of accelerating themselves over the last few years, or so it appears. This version of the Presidents letter is a little disjointed, as we tried to save as much page space as possible to make room for RADM Chang. Everything else is in here....

We start this issue of the Ironman with the news that RADM Ming Chang passed away. RADM Chang was the CO of the Reeves 77-79, and left behind a rich legacy with the Reeves community. We have dedicated this issue of the Ironman Newsletter to the memory of RADM Chang, and we have several articles posted from the time frame of his command. We were notified of RADM Chang’s passing by a personal letter from his wife, Mrs. Charlotte Chang. She explained that RADM Chang considered that commanding the Reeves to be one of his most satisfying assignments in a very rich naval career, and that he always looked forward to our newsletters to

see what his ship was up to. We’d like to welcome Mrs. Chang as our newest life member, and we thank her for her generous contribution to the Association. Welcome aboard Miss Charlotte.

While we are on the subject of memorial donations, we would like to acknowledge, and thank, Bob Van Der Kamp, our illustrious Ironman editor, for his recent memorial donation to the Reeves Association. A \$1,000 donation was made to the association in the name of his Father, LT Ralph Van Der Kamp, USN (Ret). His dad passed away in 2001, and his trust was recently released upon the passing of Bob’s mom in May of this year. We feel particularly privileged to be able to honor Ralph’s memory by using this contribution to protect and preserve the things that he, as a retired sailor, would embrace. Our thanks to Bob for keeping us in mind.

We recently got some new old news from Shipmate Eric Wenzel, who has been busy digging into the history of the USS Reeves by visiting the Naval History and Heritage Command in DC. Being a member of the SECNAV Retiree Council, Eric was able to obtain ALL the unclassified Command History Reports (CHR) for USS Reeves, with the exception of 1969 and 1970 (which were classified), and

would have to be requested through the Freedom of Information Act. Unfortunately, the Naval History and Heritage Command did have to redact any names mentioned before they released. Other than a few missing years and a lot of names, these are a huge historical resource that you can use to re-connect actual records with your Reeves voyages. There are 25 CHRs for the REEVES from 1964 to 1993. Eric sent them to us in a series of five emails, and we have posted them all on the ussreeves.org website. If you are not able to locate those files or download the years which interest you, please contact Eric at:

Eric.Wenzel@navy.mil.

While we’re out there downloading, we might mention that we have had more than a casual interest in the recent deadly ship collisions that have taken place in WESTPAC. The separate incidents involving at-sea collisions involving the USS Fitzgerald and the USS McCain. Both incidents involved collisions with merchant vessels, and both incidents claimed the lives of multiple sailors aboard each US ship. Our hearts go out to the families of those lost. These two incidents have completely shaken the Navy, and there was a flurry of investigations initiated to get to the root

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This newsletter is published by:

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Newsletter Editor -
Robert Van Der Kamp
Phone: 609-668-3557

E-mail: bobvdk@yahoo.com

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

Life Memberships

At the 2014 reunion in Portland, shipmates voted for a Life Membership. After researching various Associations, it was decided that the US Navy Cruiser Sailor Association’s plan was best for the USS Reeves Association. Monies for life membership are placed in an interest-bearing account and not mixed with operating funds.

The schedule is simple:

<u>Age</u>	<u>Amount</u>
Under 50	\$500
Under 60	\$400
Under 70	\$300
Under 80	\$200
80 or older	\$100

We already have 15 life members.

Emails, Etc.

Dear Mr. Bailey,
My husband Rear Admiral M. E. Chang USN (Ret) passed away on October 3, 2017 from Parkinson Disease due to Agent Orange. His favorite command was USS Reeves. He enjoyed reading your newsletter till the end. In fact I too enjoy reading about the shipmates.

You may enjoy reading the enclosed. (RADM Samuel Cox's letter) I would like to continue receiving your newsletter. Enclosed is my check for \$200 for my Life membership and a donation.

Thank you
Sincerely
Charlotte Chang
October 18, 2017

On Wednesday, October 25, 2017, 1:05:21 PM MDT, Wofford, Jeff <jeffw@commscope.com> wrote:

Hey Tom

Yes, I was onboard during Captain Chang's days on the Reeves. I always thought he was a good Captain. In fact one of the first things he did when he took over was frock everyone that had just taken rating exams, passed, and selected for first increment to their next rank. So because of him, I made Third Class two months earlier than planned.

One of my first encounters with Captain Chang was after we got kicked out of Pusan after a big bar brawl broke out between five Reeves sailors and a bunch of guys from the Coral Sea. He was pretty upset about the whole ordeal and when he asked why we had gotten into this big fight,

we explained that they had insulted the ship and our Captain and we simply couldn't let that slide. As we stood there at attention, we looked pretty beat up. After contemplating what we said for a few minutes, he asked how bad the other guys looked. We told him "much worse". He smiled and said "well, that's good" and that was that. We were dismissed and nothing more was ever said.

Several weeks later, we were doing anti-ship missile drills. The French and the Chinese had recently developed anti-ship missiles like the Exocet and Silk Worm. The US Navy was trying to figure out ways to counter this threat. So we were looking at ways to use the various weapons systems we had to counter this threat. To do this, the Coral Sea would launch two aircraft, typically two F-4 Phantoms. They would fly in close formation and follow the profile for launching an anti-ship missile. When they got within range, airplane two would drop down low and follow the flight profile of the missile. We would only have a few seconds to detect, track, and then lock on with our fire-control RADAR. If we could lock and illuminate the target. He would slow down, drop his landing gear and waggle his wings signifying that we had shot him down. If we couldn't lock on, he would light the afterburners and boom the ship, letting us know that we had been hit. On one of the first attempts, we didn't do too well, and when we got boomed, the airplane was so low and close to the Reeves, it about blew Captain Chang over the starboard bridge wing. He got mad, and got on the radio to raise hell at the pilot, but his Chinese accent was bad when he got mad. Needless to say, the ensuing conver-

sation between him and the pilot could go down in the record books.

Captain Chang always seemed to be a very organized and meticulous man. I think this is one reason the Navy put him on the Reeves when they did. We were getting ready to go through a major yard period as soon as we got back from West-Pac. He led the Reeves through our Yard Period late 77 through late 78. Bob Van Der Kamp worked directly for him for much of our time in the ship yard. We went through all of the recertification inspections w/o a lot of trouble. While we were in the yard period, we installed the Harpoon Weapons System. I ended up being the first POIC of the system and helped the Tech rep from McDonnell-Douglas during the installation of the system. I remember having to brief Captain Chang and the XO about the system. I remember how attentive he was while I explained the nuances of the new system.

I never realized that his dad was a Navy Chief. They certainly were a "Navy" family. Captain Chang's son ended up going to the Naval Academy. He ended up in command of an FFG. I certainly hate to hear of his passing. It seems like more and more of our shipmates are heading into the sunset! Thanks for passing the info along.

Take care

Jeff

Captain Destructo Scores 10 of 11

“This is mission control. We’re at T minus two and counting. Target is turning in-bound, bearing three-two-zero, range 40 miles, speed 450 knots. Captain Destructo reaches for the firing key. Stand by for Terrier launch from the forward launcher.”

This is not the voice of mission control at the Houston Space Center. It is the voice of Lt. Barry Morton, combat information center (CIC) officer aboard USS *Reeves* (CG-24). The lieutenant is providing crewmen with a continuing flow of information concerning the ship’s Combat Systems Ship Qualification Trial (CSSQT) missile firing on the Pacific missile range of Barking Sands, Kauai, Hawaii - slightly dramatized for maximum effect.

Captain Destructo is the nickname the *Reeves* crew has given their missile officer, LTJG Jerome Buck.

But it’s all professionalism and in deadly earnest with the principal actors as the *Reeves*’ firing record shows. Ten hits for 11 shots, firing Terrier and Standard missiles against drone targets. Ship’s personnel and members of the CSSQT team from Naval Ship Weapon Systems Engineering Station (NSWSES), Port Hueneme, Calif., and the Fleet Analysis Center (FLTAC), Corona, all claim that these were the most successful CSSQT test firings in Terrier history.

RADM C.J. Rorie, Deputy Com-

mander, Weapon Systems and Engineering, Naval Sea Systems Command, sent *Reeves* the following message after the tests. “TEN OF ELEVEN SUCCESSFUL TERRIER FIRINGS DURING CSSQT QUALIFY YOU FOR EXPERT IN ANY LEAGUE... YOUR OUTSTANDING PERFORMANCE IS THE MARK OF A WELL TRAINED, PROFESSIONAL COMBAT SYSTEMS TEAM.

“PLEASE EXTEND MY PERSONAL CONGRATULATIONS TO YOUR SUPER SHOOTERS FOR A JOB WELL DONE.”

Reeves’ well trained, professional combat systems team is the result of hard work. Teamwork was stressed time and time again during the CSSQT.

Perhaps LCDR Al Myers, operations officer and tactical action officer/target validator for the missile firings, expressed it best: “The outstanding success of our CSSQT was the payback for many, many hours of preparation.... We started getting ready while we were in the yard, peaking and tweaking the gear, and setting up air services for the CSSQT period.

“The five-week workup to the missile shoot fine tuned an already highly motivated and professional combat systems team.... I believe a large part of our success can be attributed to the teamwork demonstrated by all hands, particularly in CIC where the operators and weaponeers fused into one group-

the combat systems team-and put forth their best efforts to achieve the finest CSSQT ever.”



(Above)
LCDR Al Myers, operations officer and tactical action officer/target validator for missile firings, clears range safety with target launch site during *Reeves*’ successful missile SQT. LTJG Jerome Buck holds the safety interlock at the engagement control console.

To accentuate the team concept, *Reeves* utilized LT Morton as the “voice of mission control” during the firings. “I think it was a great morale booster,” said the lieutenant. “From the weapons control area in CIC, I was able to monitor the progress of the missile shoot and relay this progress over the IMC to the crew. It really helped the crew visualize what was happening and understand what a complex and coordinated team effort a successful missile shoot really is.”

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Reeves is a guided missile cruiser of the *Leahy* (CG-16) class, armed with twin Terrier (Standard) surface-to-air guided missile launching systems—one forward and one aft. *Reeves* also has four associated AN/SPG-55B Mod 8 fire control radar systems, two correlating to each launcher. Additionally, the ship is equipped with ASROC, surface ship torpedo tubes, naval tactical data system (NTDS), AN/SPS-10, 43 and 48C search radar, and the Navy's newest offensive weapon, the Harpoon surface-to-surface weapon system.



(Above)

CAPT Ming E. Chang, *Reeves*'s commanding officer, checks range safety over the shoulder of OS2 Kevin Moore

Winner of four "E's" the previous year—including the Missile "E"—*Reeves*, commanded by CAPT Ming E. Chang, completed an extensive overhaul in December 1978 and underwent the CSSQT to bring the ship, crew and systems back up to full combat readiness. The CSSQT involves operation, train-

ing and maintenance, not only for the missile system, but for NTDS, electronic warfare (EW), antisubmarine warfare (ASW), search radars and guns. The Mod 8 fire control radar systems were installed in *Reeves* during the overhaul period, and the CSSQT firings marked the first real test of the ship under simulated combat conditions.

Reeves CSSQT success started when LCDR James R. Lamping of NSWSES Terrier/Talon system department, SQT officer-in-charge (OIC), visited the ship in the yards for a pre-CSSQT briefing in October.

CSSQT standards are tough. During a three-day period on the range *Reeves* was required to successfully acquire, track and fire Terrier and Standard missiles at eight target drone presentations, two with each fire control system.

On the range problems arose that shortened the time available to shoot. The first day was wiped out because of difficulty in launching the drones. This left *Reeves* with one day and possibly the morning of the next day to complete its schedule.

On the second day range intelligence problems were encountered. It was nearly midday before the first drone was in flight but *Reeves* shot and confirmed an encouraging three hits out of four attempts on the first target.

The second drone was launched in late afternoon and *Reeves*, again shooting with accuracy and system reliability, scored a perfect four more hits with the next four mis-

siles. At nightfall the score was seven out of eight. On the bridge and in the fireroom, from captain's cabin to mess decks the word was "we can do it".

On the morning of the third day the drone came zooming along on a clear range. Three birds sped off the rails. Three hits were recorded.

As *Reeves* steamed for Pearl Harbor and a well earned liberty CAPT M.E. Chang, commanding officer, enthused over the accomplishments on the range, said "As a professional weaponeer, this is the first time in my 21 years in the Navy that I've seen this kind of performance. I'm really proud of the entire crew... The best part, and the part that pleases me the most, is that *Reeves* has a crew of professionals that truly takes pride in their equipment and work."



(Above)

OS2 Tony Henry and OSC Dewey Hodge man the air intercept control consoles in CIC aboard *Reeves* during the ship's 10-for-11 missile shoot

Fire Control Officer LT David A. Sharpe, praised his men. "I naturally attribute the success of the qualification trials to the major role of the fire control technicians and gunner's mates," he said. "What

(Continued on page 6)

2017 Financials

2017 Operating P&L To Date

Income

Dues	\$1,040
Donations	\$1,310
Ship's Store	\$142
Interest	\$118
Cost of Goods	-\$84
Total Income	\$2,526

Expense

Advertising/Internet	\$110
Bank Service Charges	\$374
Postage/Delivery	\$34
Reunion Expenses	\$500
Sales Tax	\$12
Total Expense	\$1,030
Net Income	\$1,496

Assets:

Checking/Savings	\$9,213
Accounts Receivable	-\$55
Inventory Asset	\$1,676
Total Current Assets	\$10,834
Agent Orange Research	\$25
Total Assets	\$10,859

Liabilities & Equity

Equity

Retained Earnings	\$9,363
Net Income	\$1,496
Total Equity	\$10,859
Total Liabilities & Equity	\$10,859

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.

(Continued from page 5)

sets them apart from ordinary technicians is not necessarily their technical proficiency, but their desire to be the best. After the end of the regular overhaul and up until the CSSQT firings, the fire control technicians were working an average of 72 hours per week on their equipment to meet the demanding CSSQT schedule. It's hard to stay motivated when you're working so many hours, but somehow these guys did. I also give Reeves officers and senior petty officers a lot of credit, for creating a positive environment for the crew to work within."

Added GMM3 Steven T. Peterson, "We tore the entire system apart, worked on it and put it back together during the overhaul. Before the overhaul, the system worked and we all knew it. All we had to do was maintain it and everything is fine.

"It made me feel good...proud to see the work that I had done, put to

use and be successful," he continued. "I'm sure everyone else feels the same way. With our record now, I don't see how we can help but keep the best system around."

"Captain Destructo" himself, LTJG Buck, commented, "A lot of professionalism was shown on the part of everybody, especially the fire control technicians and the gunner's mates. We've been working for this for a long time. The guys take the whole thing very seriously. Maybe it was just because of having to qualify. Whatever the case, I enjoy working with a bunch of pros."

The ship's officers and technicians were extremely pleased with the CSSQT team, composed of engineers and technicians from NSWSES, Naval Sea Center Pacific (NAVSEA-CENPAC), Fleet Combat Directions Systems Support Activity (FCDSSA) San Diego, and contractors. "They were really tremendous to work with," commented LT Sharpe. "We relied on

(Continued on page 8)



From editor's files: Terrier missile fired from aft launcher of USS Reeves (CG-24).

Ship's Store

Ships Photos (\$10) + s/h



1968— Entering Sydney Harbor



1985—Yokosuka from Australia



1975—Departing Pearl Harbor



1992—Seattle Sea Fair Festival

Challenge Coins (\$14) + s/h



Ball caps (\$12 each) + s/h

2009—San Diego

2010—Chicago

2012—Charleston

2014—San Antonio



Golf Shirts—all sizes (\$20) + s/h (2XL/3XL-add \$2)

T-Shirts—allsizes (\$15) + s/h XL/3XL-add \$2)

Mousepads (\$10) + s/h

Ship—DLG 24

Ship—CG 24



USS Reeves Association – Ship's Store Order Form

Price	S/H	Total	Description
		Total	

Shipping and handling:
Shipping is via USPS Priority or Fedex. Please add the following for each item to cover the Association's packaging and postage costs:

Photos: \$2 per photo
Ball caps: \$4 each
Mousepads: \$3 each
Challenge Coins: \$2 for 1, \$.50 for each additional coin
Shirts: \$5 per shirt

Shipping Label

To: _____
 Address: _____
 City, State, ZIP: _____
 Phone: _____
 Email: _____

Send order to: USS Reeves Association
 c/o Michael Robertson
 15709 N Sycamore St
 Mead, WA 99021



(Continued from page 6)

Captain Destructo

them often for their advice and cool analysis. Their technicians worked hand-in-hand with ours and they really helped bring our team together.'

CSSQT OIC LCDR Lamping attributed the success to the professionalism and dedication of the entire ship's company. "From my first visit to *Reeves* three months before CSSQT, I never doubted that the outcome would be outstanding," he said, "Even back in October, the crew was on top of the problem, leading it instead of reacting to it.

"Their organization and management were superb. They were aggressively and meticulously involved in the final phases of their overhaul while simultaneously planning in detail their CSSQT and all other post-overhaul evolutions. *Reeves'* 10 successes out of 11 CSSQT firings didn't surprise me a bit; they didn't trust anything to

luck, they made their own luck."

In addition to being an excellent missile-firing ship, *Reeves* also has an impressive mark in retention. Even though the ship was in overhaul until December reenlistment rates for the first half of FY79 (Oct 1 to 31 Mar 79) read: 50% for first term, 60% for second term and 100% for career designated. The ship's overall reenlistment average is 74%.

The *Reeves* CSSQT, which was born amid the noise of the shipyard in October, closed in the almost monastic quiet of the Fleet Analysis Center (FLTAC), Corona in March. It was here that LCDR Lamping, Mr. Jose Gonzales, the NSWSES project supervisor; LT Sharpe and CWO2 Ernest J. Heassler, representing *Reeves*, gathered with representatives from NAVSEA-CENPAC and FLTAC to analyze data collected during the tests.

With the attentiveness of cardiolo-

gists reading EKG's, they studied and discussed the computer printouts. They left the conference table convinced that *Reeves'* CSSQT effort had set a benchmark by which future CSSQT's should be calibrated.

Surface Warfare Magazine/Russ Pyle/Vol. 4 No. 8/August 1979

Editor's note:

The CSSQT was held Feb. 21-23, 1979. *Reeves* left Pearl Harbor on the 20th and took station at the Barking Sands missile test range to be ready for the morning of the 21st start. I was stationed in the AN/SPG-55B radar 2 transmitter room during the CSSQT. This is behind the director 2 antenna/barbette on the deck above the bridge. I was monitoring the radar transmitter when #2 was being used for the missile guidance. I had a good view, from just outside the door of the transmitter room, of all the missiles fired using the other three directors.

(Continued from page 2)

President's Page

cause of the problem. On November 1, 2017, the Navy release its official 71-page report on the collisions on a Memorandum for Distribution, which can be found at: <http://s3.amazonaws.com/CHINFO/USS+Fitzgerald+and+USS+John+S+McCain+Collision+Reports.pdf> If you can't seem to get through at that address, just write to me tombailey@ussreeves.net and I'll send a link that maybe easier to follow. It's a pretty surprising document that is worth the time to read, especially for anyone who ever went to sleep on-

board thinking that it couldn't happen to them.

The last thing I wanted to touch on was that we are still having a reunion next year, and I wanted to remind everyone to keep the dates **4-8 October 2018** lined up with the **City of Providence** Rhode Island. We went skinny on the reunion information for this edition of the Ironman, but we'll be back in full force with all kinds of news and information in our next edition. In the meantime, if the conversation about what we're doing for vacation in '18 comes up during the holidays, you'll know to bring up our

dates for conversation. Consider yourselves reminded.

That's all I have for my last disjointed article of 2017. I leave you all with wishes for a most blessed and safe holiday season, and hopes that 2018 will be an even better year.

From our Home to Yours, Merry Christmas, Happy New Year, Fair Winds, and Following Seas!

//tom

Tom Bailey BT2 (SW) 84-87

From Charlotte Chang

From USS Reeves (CG-24) 1977 cruise book



Captain Chang re-enlists ship's crew members during 1977 West Pac cruise



USS Reeves DLG/CG-24 Association

Mrs. Charlotte Chang
Life Member, USS Reeves Association
20520 Falcons Landing Circle #2302
Potomac Falls, VA 20165-7597

Dear Mrs. Chang:

I would like to thank you on behalf of the entire USS Reeves Association for your personal letter notifying us of the passing of RADM M. E. Chang USN (Ret). We were not aware of his passing, and were honored to have heard the news directly from you. While I did not personally serve with your husband, I can assure you that his time in command of the Reeves was one of extreme pride for his crew. He was well respected as a commander, and admired for his abilities and accomplishments. We have several shipmates from his command days on the Reeves that are associated with the organization, and they speak very highly of their time under his command. RADM Chang confirmed Reeves as a “shooter” during his tenure, and that is a matter of great pride for the crew of a Guided Missile Cruiser. His legacy was still very much alive when I joined the Reeves several years later.

As homage to one of our most celebrated and notable commanders, we have dedicated our next “Ironman” newsletter to the memory of your husband. We have collected information and stories from shipmates who were fortunate enough to serve during those proud days, and they will be featured in our December '17 issue.

We mourn the passing of our shipmate by celebrating the time he spent with us. The USS Reeves was forever a better ship because of RADM Chang's leadership, and we, the Reeves Family, celebrate the great pride of his legacy to this day. We thank you for sharing your husband with us, and we hope that we can help to keep his spirit alive. We welcome you as our newest Life Member, and thank you for your most generous contribution to the association.

Sincerely,

Thomas M. Bailey, Jr.
President, USS Reeves DLG/CG-24 Association
1154 S Greenway Ave
Pueblo West, CO 81007

Join us in Providence Rhode Island for the 2018 Reunion

It is my pleasure to announce that we have confirmed our reservations for the 2018 USS Reeves Association Reunion. The 2018 reunion is to be held in Warwick (just outside of Providence) Rhode Island on **4-8 October, 2018**.

We started looking into the Providence area because of all the great naval history associated with the state of Rhode Island, its proximity to many great attractions, and the fact that October in New England is just a spectacular place to view all the Autumn leaf colors. The Navy has been a major factor on that coast line for few hundred years now, so there are plenty of places that would interest us.

We've signed a contract with the Crowne Plaza Hotel Providence – Warwick, which is a beautiful property near the Providence Airport. The selection of the Crowne Plaza was really quite simple. For starters, they are a **very nice hotel**... and were on our short list based on information we had learned through other reunion groups. Those groups praised the hotel for their accommodations, absolutely loved their service, and praised the Providence area for all the great things there are to do. We nailed down everything we wanted; including all the normal sticking points; like free breakfast, full hospitality room access, free airport transportation, free park-

ing, and a good place for our banquet. We got everything we wanted.....

The room price was reasonable based on the location and time of the year. Turns out it can be quite expensive to book rooms in a nice hotel, in New England, in the very height of the annual leaf watching migration. Who knew? We apparently managed to get our bid in ahead of that crowd, and had no trouble securing our normal reunion dates. The location near the Providence Airport solves a lot of transportation problems for getting our folks to and from the hotel. As we were reminded in Austin, free hotel parking is a big deal. The Crowne Plaza has plenty of complimentary parking available. They are even able to accommodate RVs for parking only. There are no hook-ups available, but they have plenty of room for large rigs in a well secured area. That's a bonus for anyone who would consider the reunion as an RV touring stop on their way to check out the leaves.

The Providence location also places us in close proximity to a wide variety of places to see, and plenty of things to do. Especially Navy and all things nautical. As time gets closer we will work with the local tourist council and get a much better idea of what tours are recommended. Once we get a

better list of options, we can start working on setting up tours and bus trips to the attractions we like. There will be a lot more of that information headed your way. You can also go on-line to check-out the hotel at:

www.crownehotelwarwick.com/

In the meantime, we've accomplished what we set out to do, and that was to nail down a date in the upper right hand side of our country to hold the next "Best Reeves Reunion" you've ever been to. We scored even better by finding a really nice hotel in the process. We all know that San Antonio will be a tough act to follow, but we have the crowd to do exactly that.

So for now, please pencil the 4-8 October 2108 dates onto your calendar, and start thinking about joining us in Providence.



First Class Postage

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Mead, WA 99021
<http://www.ussreeves.net>

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

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