



Fall 2009

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THE IRONMAN—A DOUBLE ENDER’S NEWSLETTER

Membership Scorebox	
Current	67
Past Due	44
Snail Mail Addresses	264
Email Address Only	243

2009 San Diego Reunion – A Success

Well, you probably had to be there! By all measures, the San Diego gathering of shipmates and spouses was the best reunion yet. The Holiday Inn San Diego Bayside was by far the most professional and reunion friendly hotel that anyone had ever experienced. The word “No” didn’t seem to be in anyone’s vocabulary. In fact, the hotel’s banquet staff was nearly two steps ahead on everything.

Gaslight District, lunch at the Bali Hai resort and a visit to the old Recruit Training Center, now called Liberty Station. Well, the USS Recruit (better known to sailors as the USS Neversail) is still there. While she was upgraded to an FFG configuration in 1982, the “ship” is now a registered historic landmark for the State of California.

52 shipmates and spouses gathered for tours, talk, and good eats and drink. Although the reunion officially kicked off Saturday afternoon, many attendees needed time to recuperate and recover from lengthy flights across a few time zones. So a quiet Saturday night was greatly appreciated.

Monday night was truly different. A harbor dinner cruise had been planned for the evening. Our tour operator found space on the MV High Spirits, sister ship to the USS Sequoia. It was a great night on the water in San Diego harbor on a grand old lady of the yachting era. The earlier winds had cleared the air. Everything from Tijuana to Oceanside was perfectly visible. Many shipmates from the San Diego area attended this event. So, a special waterside tour of the Naval Station at night was made possible, thanks to the narrative provided by shipmate Henry Hultberg.

On Sunday morning, the festivities started in earnest. A morning visit to the USS Midway seemed appropriate. The Reeves was part of the Midway’s Battle Group Alfa during her forward deployed days in Yokosuka, Japan. After lunch, the group viewed San Diego from the water as part of a Harbor Cruise.

It turned out that the best was saved for last. On Tuesday, our touristas were able to visit the USS Preble (DDG-88) inport at the 32nd Street Naval Base. The crew of the Preble must have liked the fact that a bunch of Reeves guys were visiting their ship. A one-hour tour became a nearly three hour party. In addition to the deck and space tours on this newer ship, there was a formal cake cutting on the mess decks (complete with a sword and appropriate speeches) to celebrate the Navy’s birthday, visits by retired chiefs to the Chiefs’ Mess and retired officers visited the Wardroom. The Preble’s crew took great care of everyone else.

Sunday evening brought the Welcome Reception to the Hospitality Room. There was no need to dine out as both the hotel and Association joined to provide a wonderful hors d’oeuvres buffet and hosted bar. 40 to 45 attendees gathered throughout the evening to swap sea stories, get caught up on changes in lives and plans for the future.

The Monday tour took participants all over San Diego. Has the city changed since the Reeves last made a port call! There was the trip to Coronado and the Hotel Del, a walk down the streets of the

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The President's Page



Greetings Shipmates;

I'm very pleased to report that the USS Reeves Association reunion held last month in

San Diego was a complete success. The shipmates and guests in attendance were treated to a very comfortable and well planned event, with plenty of opportunities to spend time with fellow shipmates, and to take in the sights of San Diego. Our stay at the Holiday Inn Bayside worked out as well as anyone could have hoped, and the tours we had planned were ideal for the conditions and the size of our group. Add to that some classic Southern California weather, and it was easy to say that the conditions for our visit to San Diego were about perfect.

Mike Robertson and Lorri, our event planners and hosts, had obviously gone through a lot of trouble to arrange an interesting series of tours and festivities to keep us all busy throughout our stay. You could essentially stay as busy as you liked, or had the option to kick back and relax at the hotel. Our hospitality room became our central meeting place, where you could enjoy free beverages and snacks, plus check out a variety of photo albums and cruise books which shipmates had brought along to share. The room was an area where shipmates and guests could go to spend time with old shipmates and new found friends to discuss sea stories and other less-important topics. The tours included a visit to the USS Midway (CV-41) on Sunday morning, a tour of San Diego Old Town on Monday morning, a truly outstanding dinner cruise on Monday evening, and a special visit to the 32nd Street Naval Station on Tuesday morning.

My personal favorite was the Naval Station tour, because like most in our group, it had been a long time since I had been there. Our visit to the base included a tour of the USS Preble (DDG-88), an Arleigh-Burke Class Guided Missile Destroyer. We were welcomed on-board by the XO, who promptly pointed out that our group was considered royalty while onboard, and directed the ships PAO to make sure we saw everything we wanted to see. The ship's CO (CDR John F. G. Wade) extended an invitation for us to join his crew on the messdecks to join the Navy Birthday cake cutting celebration. The crew was good to the XOs word, and took us all through the ship, explained their equipment, showed us everything we wanted to see, and answered our questions. I doubt there was any way the ships company could have been more accommodating, or made us feel more welcome to be onboard.

There was one point during the ship tour when one of our shipmates asked about damage control equipment, and specifically if they still used P250 dewatering pumps. We got that look that said they had never heard of such a thing, and immediately the PAO set off to ask the DCA (Damage Control Assistant) if he knew of P250 pumps. He started talking about portable pumps and just barely got the word "old" out of his mouth when he was met by a barrage of "heh, heh" from all of us. He quickly caught our point and, with a sheepish grin, told us how the venerable P250 had been replaced by the P100. Overall, the ship tour was a great time. It was nice to see what the current Navy has out there on the line, and to see that the timeless traditions of a clean and squared-away war ship were not lost on this very young crew. The level of security that we observed around the base, piers, and ships was impressive.

Tuesday afternoon we had a chance to work our way through the organizations business at our annual business meeting. I won't bore you with minutes of the meeting, but will go over a few areas we thought was important to the health of the organization. We spoke about old business, the path used to get us to San Diego, and the lessons learned along the way. We talked about the plans underway to secure our best deal for the 2010 reunion. I won't steal Mike Robertson's thunder on this one, as he'll fill us in as negotiations come together. Remember that we decided last year to go east, west, and center with our annual reunion plans. Well, we've been to DC and San Diego, so next year is out there in the middle.

Other business spoke of ways to meet the needs of our current members while increasing membership. We discussed various methods to reach potential members, and even enlisted the talents of Paul Van Tassel to formulate a membership drive. Paul hopes to work through all the various crew lists we've gathered over the years and find a way to reach more shipmates. We all need to support Paul on this effort by forwarding any names and accurate contact information we have or we can really cut through the clutter and contact some old shipmates and talk them into joining us. I hate to keep ping-pong on the same theme, but we really need to increase membership to keep the association alive and well.

We also added a few shipmates to help with organizations decision making process; to include new board members Charles Elkins and Ronald "Red" Redfield. Eric Wenzel also stepped up to be our new recording secretary. We thank them for their interest and their offer to help keep things moving along.

(Continued at Message on page 4)

Mail/eMail From Our Shipmates —

Mike,

It was great meeting you and Lorri. You guys did a great job on the Reunion. A lot of hours of time and patience, and it paid off. We are hoping next year we could double the reunion. Hope you guys had a enjoyable trip home.

It is fun to get away but it always feels good to get home. Question? In the past meetings did the subject of a Cruise (4 day) ever come up? We are Sailors. If we figure food is included and entertainment, and maybe a Port or two. Just a thought.

Will a Naval station let a group of Sailors for a reunion stay on base? They let a lot of outside vendors come on base. Just a few thoughts. Well take care and enjoy,

Tony and Tina Borba

Mike,

I'm so sorry I did not make the Reunion this year. But I've had two complete knee replacements in the last thirty days. And I just couldn't

make this one. And I was so looking forward to going back to San Diego, and seeing all my old shipmates. I know it must have been great! Have they decided on next year's location? Will be waiting to see all the pictures as soon as you get them posted...Will be looking forward to the fall newsletter.

Jack Stewart

Hi Mike,

Great reunion! BZ! We all enjoyed being a part of your group.

...

Take Care,
Bill Sperberg
President, U.S. Navy Cruiser Sailors Association

Mike and Lorri,

Thank you so much for putting together the reunion. We think it turned out great. I've scanned in the picture taken Tuesday night and la-

beled them to the best of our ability. Please make any necessary corrections and forward to everyone.

It was very good seeing you again and we look forward to the next reunion.

Charles and Nancy Elkins

Hello all.

I Came aboard as ENFN in Oct 67. "R" Div, A-gang. What a super ride!! Left Her as EN3 in Bath in 69. Lots of great memories/friends. Especially enjoyed recent San Diego reunion. Hope it keeps growing!

John Miller

Shipmates,

Please keep those cards and letter coming. Let us know what you're doing. As you can see, I publish everything!

Mike

Reunion 2009

(Continued from 2009 Reunion on page 1)

Call it the planner's quirk, but a business meeting was scheduled for Tuesday afternoon before the banquet dinner. The report of that meeting is reported elsewhere in this newsletter.

Finally, the reunion concluded with a cocktail hour and banquet dinner. Located in the Harbor View room, all of night time San Diego was spread out for the attendees view.

A professional photographer was on hand for group pictures and individual or couples portraits. The hotel provided a wonderful dinner with excellent and tasteful entrees. The keynote speaker was not available to provide attendees with a snapshot of the

current Navy, but our President and Treasurer played tag team and successfully provided the evening's program (although Tom used up most of my notes, leaving the joke and benediction unscathed).

The overwhelming consensus of opinion at the business meeting and banquet - let's come back to San Diego and the Bayside next year, except for this lone but loud voice of disagreement. Being the planner has it's perks.

We were fortunate in having one CO/XO team, RADM Richard Fontaine and RADM Tom Paulsen, with us for this reunion. Both served in Reeves during the period 1973-1975. There were also several plank

owners attending, including Woody Stegall, RADM Bill Walsh and Russ Van Tassel.

Unofficially, our senior shipmate was Woody Stegall (1963-1965) and our youngster was Mike Trebus (1987-1990).

In total, we had 52 shipmates and spouses participating in reunion events over the four day reunion period that included 27 shipmates and 25 spouses.

The goal, of course, is to prove that this Association is going to grow. That was made clear by the commitment of our shipmates at the business meeting and the spouses who always have the kitchen vote! See you in Chicago!

Message (from Page 2)

The highlight of the reunion was the Banquet Dinner on Tuesday evening. There were a total of 52 guests for dinner, and the hotel did not disappoint with their menu and beverage selections. It was nice to be in a room where you got the sense that everyone was happy to be there, and comfortable with the crowd. I am happy to report that we now look more as one group than we did a few years ago when we broke ourselves into DLG and CG crews or as shipmates exclu-

sive to the 60s, 70s, or 80s. I think as an organization, we are on our way to being one.

So that is my report for now. We have a lot of work ahead to keep the affairs of the organization headed in the right direction. We hope that you'll take us up on our request to get more involved in the organization, and to help us grow our membership.

Tom Bailey BT2 (84-87)

Reunion 2009 Business Meeting

Keeping it short...as we would always like it to be...

The business meeting convened at the 2009 Reunion in San Diego in the Hospitality Room at 1530, 13 October 2009.

Association activities since the 2008 Reunion were reviewed, 2009 financials were presented to all present and plans for Association year 2010 were discussed.

The issues of establishing a Board of Governors, developing By-Laws and formalizing the Association structure were discussed. It was decided that the current organizational structure is more than satisfactory and no changes are necessary.

Vacancies for officer positions and newly created committee chairmanships were filled for the 2009-2010 Association year. The 2010 reunion plans for the Chicago area were presented and accepted by the members present. Members expressed concern over variable weather conditions in the Mid-West in October. The planned reunion dates were moved back to the last weekend in September.

Tom Bailey, Jeff Wofford and Mike Robertson will remain as President, Vice-President and Treasurer, respectively. Michael Lalancette had

resigned earlier as Secretary. Eric Wenzel volunteered and was unanimously elected to the post of Recording Secretary for the Association.

Additionally, Paul Van Tassel volunteered to served as Committee Chairman for Membership Growth, and Ron "Red" Redfield volunteered to be Member-at-Large. Both were quickly accepted to served in their selected capacities. (You had to be there!)

Financial Basics:

We zeroed the beginning of the Association year (through September 2008) for a new start in accounting for fiscal year 2009, and established our fiscal year to run October thru September.

We ended the 2009 fiscal year (9/30) with \$8,700. This included income for the San Diego reunion and almost none of the expenses.

The 2009 reunion had a net income of \$1,250 after all income and expenses.

After all expenses, we have an Association cash balance of \$2,500.

So, we're in good shape to take care of 2010 expenses and startup costs for the 2010 reunion in Chicago.

Wanted: A Few Good Sea Stories

There must be a million tales for the hundreds of thousands of miles that Reeves steamed in her 28 year history—from Seattle to Sydney and Bath to Yoko.

Needed—story tellers with plausible taffrail talk or fantail folklore. Please remember the audience and send soonest. *Editor.*

Have you visited the Navy Memorial in Washington, DC, lately? You can get there online very easily. One of the many features includes NavyTV. There is an excellent conversation with Ernest Borgnine when he discusses his time onboard USS Lamberson (DD-119/DMS-2) during World War II. To find the video, go to

www.navytv.org

then click on NavyTV from the home page and then search for Borgnine.

While you are there, check out the many different conversations from many Navy veterans that have been saved for posterity.

And, don't forget about joining.

If you want copies of the photos taken by GCS Photography at the San Diego Reunion Banquet, they can be found at: www.gcsphoto.com

Click on "Find Your Photos" to view the banquet album.

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All comments, suggestions, submissions and criticism are welcome.

Reunion Chicago 2010

One reunion has been put to rest and another is in planning. Such is the way of the Association today. What's our job? Keeping all of us together more than just a couple of years down the line.

Looking at our reunion history thus far: Boulder, CO, was definitely our beginning. It was a little rocky (no pun intended), but it was a good start. As best counted, there were 23 shipmates at that launching.

Waiting two years, we met again in Arlington, VA. It was time to regroup and rethink the Association. We did that and took the next important step.

Based on the decisions at the business meeting in Crystal City, we decided to start meeting annually. We also decided to cross three regions - West Coast, Mid-America and East Coast to serve the greater population of our shipmates.



In 2010, we will complete the first cycle - Reunion Chicago!

A request for proposal (RFP) is being circulated by the DuPage County Convention & Visitors Bureau (CVB) throughout DuPage County. We are also including the Lake County CVB in the solicitation. For reference, DuPage County is the southwestern quadrant of Cook County, encompassing Chicago. Lake County northward to the Wisconsin State Line.

If you are familiar with the north-south expressways through Chicago,

DuPage County is west of the Tri-State Tollway (I-294) including the Hinsdale and Oak Brook rest stops.

Lake County extends from Highland Park to north of Zion and includes all of Great Lakes Training Center. Remember the liberty train rides on the Chicago Northwestern to the Loop?

Being located outside Cook County assures two things: lower hotel room rates and taxes, and reasonable proximity to downtown Chicago (within 20 miles to Lake Michigan).



Plus, we have a lot of shipmates that have settled in the surrounding states of Wisconsin, Michigan, Minnesota and Indiana. This will be their time to join us.

What are we asking for? Everything that was provided in San Diego (again, you had to be there!), everything that Chicago can offer (within reason), and lot's of good eats. What don't we want? Snow, cold and otherwise not neat!

When are we planning for the 2010 reunion? Our planned dates are

September 25 – 28, 2010. Of course we have to give alternate dates of October 2 - 5 and October 9 - 12. Plan for September! Put the last weekend (Saturday thru Tuesday) of September 2010 on your calendar.



Can we get to Great Lakes Naval Training Center or have another great dinner cruise on Lake Michigan? We're working on it. Is there a Chicagoland food fest on the horizon? We're looking. What about brats and beer? We're watching for that, too.

Let's talk about the Navy Pier, Adler Planetarium, the Field Museum and the Brookfield Zoo. And, there's the Odyssey Cruises on Lake Michigan to consider.

By the next newsletter, the dates and location should be firm. Tour venues and other daytime activities are always open for suggestion - there's nothing written in concrete at this time. Hey, if you live in Illinois, nearby Minnesota, Indiana or Michigan, or up the street in Wisconsin, we'd like to hear from you.

Keep tuned for developments.

IN MEMORIAM

Tom Hundt (67-69), a proud advocate for all things Navy, passed away in April. Tom was an enthusiastic founding member of the USS Reeves Association and attended the first reunion in Boulder, CO. After his Navy tour, Tom joined the Michigan State Police where he served until retirement.

San Diego In Pictures



The Borbas, Armstrongs, Wenzels and Hines at the reception.



Table: Paul Hogan, Mike Trebus, Willie Avant & John Armstrong. Background: Bill Walsh & Mike Robertson.



L to R: Red Redfield, Anna & Harry James, Eric & Tina Wenzel, Charles Elkins, Gerry Hines, Tina & Tony Borba, John Miller, (Olga Miller hidden), Mary Carunchio, Florence Miller, Don Carunchio, Mary Carunchio, Janet Hines



USS Recruit has become a decommissioned Frigate. Go figure!



We rounded up the usual suspects....



And their significant others...



The good ship MV High Spirits in San Diego Harbor, sister ship of the USS Sequoia. It was a great night on the waters of San Diego Bay.

All of these pictures, and much more, can be seen in full, living color on our website at:

www.USSReeves.net/images/Reunion_2009/index.html

Reeves Outruns Attackers by Tom Bailey

The scene is Subic Bay in the winter of 1987, and The Good Ship Reeves was all geared up to participate in an annual REFTRA (Refresher Training) exercise out of Subic. Our mission was to prove to FTG WESTPAC that our material condition and personnel were ready for any disaster the world had to offer. We had just come off of a bunch of similar exercises, having recently completed successful OPPE and INSURV inspections. It could be said that we were tired of showing off just how good we thought we were. However, I don't recall anyone asking whether we were interested in playing.

The tempo of a REFTRA is to go from one exercise after another for about six days straight. The FTG crew would join us by boat at daylight, we would drill all day long, and we'd drop them off close to Subic at sunset. We, of course, stayed steaming right off the coast of Subic, with Barrio Baretta and Subic City easily within sight. You could practically smell the San Miguels, and other goodies, on the beach. Of course, the temps in Subic during the winter are somewhat above temperate. The air temps in the high 90's, with sea water temps near the same. The cooling water to the propulsion plant and chillers was fairly warm. We were doing multiple drills with the propulsion gear. Shutting down and re-starting equipment with warm circ water temperatures made for an uncomfortably warm ship. Hah! Maybe it was just plain hot!

Anyhow, this went on for a few days, and as usual, we all finally got into the mode that would get us through this hot and busy mess. Everyone was hot and tired, but the end was getting closer, as was liberty in Subic. It was on the last day of the REFTRA when things really got interesting. The story (fully unsubstantiated...of course) is that our

Captain sent his mess steward to the beach with the REFTRA crew to pick up some necessary provisions. The steward supposedly overheard some of the Subic Special Boat guys talking about a fast-boat attack planned for the Reeves.

The last day of the REFTRA featured some of the most fun you can have during a REFTRA. We ran Engineering drills aft, which



YN2 Eric Wenzel—at the port refueling station during a mass conflagration drill

wrapped up with a main-space fire in #2 Fire. The usual fuel oil leak on the discharge side of the fuel oil strainer provoked an immediate shut-down of all our gear. This, of course, led to an evacuation of the space and an opportunity for Repair 5 to make an absolute mess of the Mess Decks. Keeping with the REFTRA theme, this quickly got out of control and turned into a mass conflagration exercise. This allowed Repair Lockers 2 and 3 play along, as Repair 5 was now all gone. Okay, now we've worked our way up to the ultimate REFTRA disaster, which is

a chance to man up to abandon ship. This was actually a welcomed relief, as it not only got us topside, but also marked the end of a week of play-games.

My abandon ship station was on the port-side boat deck. From my vantage point there I was able to discern something very interesting. Something only a snipe would understand. I knew the re-man crew in 2 Fire had already lit-off 2B boiler at the end of the main space drill, and it was probably already on main steam. What I heard on the boat deck was one of the 2A boiler FDB (Forced Draft Blower) turbines come up to speed. They had both boilers aft lit-off and ready to go. Hmmmmmm why would they do that. We always operate in two-boiler ops while underway, one forward and one aft. It is extremely rare to have three boilers on the main. As it turns out, the answer was not far away.

While we were on the deck as part of an abandon ship drill we couldn't help but notice that the ship was steadily gaining speed. A few minutes later, there was an announcement over the 1-MC that the ship has spotted several attack boats closing on us at high speed. You then heard and felt the Reeves respond with a flank bell. By this time 2A boiler was in on the main, and three boiler ops offered more than enough steaming capacity to get the old girl up and running above 30 knots...in a hurry. Needless to say, that's exactly what they did, and the two fast attack boats that were gaining on our stern now seemed to be getting smaller. They were taking quite a beating trying to deal with the enormous wake we were producing. Eventually they abandoned any chance that they could get near us. Everyone felt an amazing sense of pride as the 8900 ton Reeves flat-out out-ran their fast attack boats. What a way to end a REFTRA!

