

The Ironman—A DOUBLE ENDER'S NEWSLETTER

Membership Scorebox

Current	33
Past Due	81
Snail Mail Ad- dresses Only	64
Email Address	405

Dues Notice!

Please be sure to check your mailing label or email notation.

If it doesn't say Current (plus year) 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 address. Your dues payments make this possible.

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Reunion 2010 Site Selected in Chicago

This year's reunion will be our fourth gathering since the Association was formed in October 2006. As expressed in our informal charter, we will now have visited four regions across the country. That almost meets the standard of bringing a reunion close to your home town.

Our reunions are gradually growing in size as befits a young organization with young members. We had a total attendance of 54 at the banquet in San Diego, nearly double our group size in Crystal City. And, we are seeing a lot of returning shipmates and spouses.

Your planners are hoping that a Chicago reunion will provide an opportunity for shipmates in the Great Lakes region and mid-West to easily gather, visit, and re-tell all those dormant sea stories. Plus, the best time to visit Chicago is the mild, early months in the Fall. The summer humidity has passed, rainfall is light, and temps range in the upper 60's and lower 70s. Also, the foliage changes are just beginning.

While we looked at two date-blocks, many hotels recommended considering October as a lower hotel rate could be offered. With the Columbus Day holiday in mind, we blocked October 7th through 10th for the reunion.

After a successful but long drive to Chicago between winter storms and detailed visits to several hotels in DuPage County, once again Holiday Inn came through with everything that we had requested, including a room rate that's hard to beat with a stick for Chicago.

Working with the DuPage County Convention and Visitors Bureau, we re-

ceived over a dozen proposals from hotels in both DuPage and Lake County including the very upscale Pheasant Run Resort and Hilton Indian Lakes Resort. Double-Tree, Marriott, Hyatt, Ramada, Hilton and Holiday Inn provided several excellent proposals. For the most part, room rates ranged from \$79 to \$99—very reasonable for the Chicago area.

Only the Holiday Inn Chicago Oak Brook hotel offered complimentary shuttle service to both O'Hare and Midway airports. All other hotels would have required a \$25 to \$35 taxi ride or hiring a van shuttle service at the passenger's expense.

The issue of a hospitality room was handled differently by nearly every hotel. Some would not allow snacks or beverages to be brought in by our group. Some allowed snacks, but no beer or wine. Few permitted all of the hospitality room items we requested. Again, the Holiday Inn answered the mail.

Of course, a room rate of \$79 was the clincher. This includes a complimentary full breakfast every morning for two. And, we introduced the General Manager and Banquet staff to lumpia—a total unknown to them. We understand that the hotel is now perfecting their lumpia recipes for our reunion.

For those of you who attended last year's reunion in San Diego, we have a very similar venue with nearly the same amenities.

The hospitality room is nearly the same size and will easily accommodate our Friday night welcome reception. The

(Continued at 2009 Reunion on page 3)

The President's Page



2010.... We're off to a wintery start!

Greetings to the entire Reeves Association Family on the start of a New Year, and a return (at least to most of

us on the East Coast) to the type of winter weather we have not seen for quite a while. As of this writing I am house-bound by the latest of two back-to-back winter storms that have dumped a combined and impressive 46+ inches of snow on the Mid-Atlantic region. Add in the 24" storm in December, and I really question the merits of global warming. The good news in what they are calling a hundred-year storm is that it should chase away the big storms for the next few years, or if you believe such things, until around 2110. Right.... I can imagine our shipmates from points further north find this amusing, but it is all a question of what you are equipped to deal with.

So with all that in mind, I am here to speak with you about heading to Chicago in 2010! Planning for the 2010 Reunion has been on-going since our last reunion in San Diego. A resolution from our DC reunion in 2008 showed unanimous support for moving our annual reunions around the country to provide access to all our members. We decided on the east, west and center rotation to accomplish the task. DC covered east, San Diego was as west as we could find, so now we look to the center of the country by way of Chicago. Chicago seems like the ideal place to start, as there are many things to do and see, decent weather in October, and it also takes many of us back to the very place where the Navy started for us: NTC Great Lakes.

Mike Robertson, our esteemed reunion planner and treasurer, has been working on a plan to go after this next reunion since we were in San Diego. Mike started off by building an RFP (Request For Proposal) to outline the requirements for our reunion to poten-

tial bidders. A well written RFP is the most important step in the reunion planning process, as it quantifies our expectations for the reunion. It speaks to how many guests we expect, our desired price range for rooms, complimentary breakfasts, cost-free meeting rooms, allowable beverages in our meeting room, banquet accommodations, transportation, and many other things that we probably would take for granted. The RFP makes sure that we, as an organization, get everything we want incorporated into a contract bid from the hotel. It provides the hotels with an exact blueprint of what we are shopping for, and helps the hotels respond back to us with a favorable package. It's always easier if the bidder understands what it will take to get our business.

The RFP we submitted included the information from all of the lessons we either learned, or should have learned, in our first few tries in the reunion game. I was really impressed that someone (Mike) was paying such close attention to everything that went on in DC and San Diego, and was able to address everything we want in our next reunion. The RFP was then sent out to all the hotels we identified in the target search of Du Page and Lake Counties. We purposely avoided Chicago proper (Cook County), as high tax rates in that area have driven per-night room costs well above our desired rate. The goal was to find access to Chicago, without the high costs associated with Chicago.

What Mike found was that even though there were many respondents to our request, there were only a few hotels that met our requirements. The Holiday Inn Oak Brook was the clear winner. They met our requirements, offered the best overall value, and demonstrated management commitment to hosting a successful reunion. I know that Mike's article on Page 1 goes a long way towards announcing the winner, but I felt it important to tell you about all the fine work that got us there.

There are a variety of tours available to us while we are in Oak Brook.

Mike has described most of them in the newsletter. However, we are faced with a qualifier here that we did not have to consider while in San Diego. San Diego offered a variety of tour options that did not have a minimum number for participation. The Chicago tour operators do not play this game. Here, you have to make the numbers to get the price. In most cases, the expense for our shipmates goes up as the numbers go down, and in some cases, it may require the association to supplement the costs to keep it affordable for our members. The problem with that approach is that we are a very young organization that does not have the capital required to supplement much of anything. Keep in mind that the dues have remained low to promote membership, so there is little more than basic operating costs available to us. We do not spend what we do not have.

The good news to all of this is that we have some time to consider our options and promote only those tours which our members support. What we need from you in the meantime is to read-up on the tours and consider which ones you would like to sign-up for. Please consider the tours and let us know what you'd like to do. A deposit would be nice, but right now we'll settle on some indication of which tours you prefer.

Another tour we looked into was to find a way to a graduation ceremony at NTC Great Lakes. We can get invited if you'd like to go. Unfortunately, the transportation costs are prohibitive, unless we can fill a bus. We don't expect enough shipmates there on Friday morning to have that crowd. So for now, this is a self-transport event. I'm sure there will be sufficient rental cars and POVs available to get us there if desired. More to follow on this one.

Now the process of Chicago 2010 moves on with a pitch to our membership to get our mid-west shipmates onboard to attend the reunion. I know that many of you that take time to read this newsletter, and in-particular, this col-

(Continued at Message on page 4)

Mail/eMail From Our Shipmates —

Dear Mike & Lorri,

It was a pleasure meeting both of you at the Reeves Reunion in San Diego. Thank you for taking the time out to do all that you do for our shipmates. Something that you might consider for the Chicago Reunion is to attend a Recruit Graduation at RTC. I've enclosed the VFW Post 4851 newsletter thanking us for the refreshment donation.

John W. Armstrong, BMCM

Command Master Chief, 1982-1985

[The website decklog...](#)

- From Gerry Hines:

You guys that didn't get to San Diego for the reunion missed a good time. None of the stories from the old days started with "Once upon a time" a lot of them started with "this is no sh.." as any good sea story is supposed to. Hopefully a bunch of you mid-west types will show up next time along with the rest of us.

We asked for jokes...

From: Shipmate Tony Borba

Subject: So 'der

Two Minnesotans are sitting in a boat.

So Ole asks Sven, "Why do scuba divers always fall backwards off 'der boats?"

To which Sven replies, "Well, you know, if they fell forwards they'd still be in 'de boat!"

So 'der you have it.

(bodda boom!)

- From Jason Kent Hawkins:

'89-'92 It was a great experience, I'll never forget.

- From Jack Rinock:

Was high lined aboard August 19, 1967 off Saigon after catching a ride on the Chipola (AO 63) from Subic Bay. Rode her back to Bath, Maine. Was transferred to the USS Waddell

(DDG-24) for another tour on the gunline in Vietnam. Unusual to be on two ships with the same hull number. Got out in 1970 as an RD2. Hi to my old shipmates, Dave Schlice, Dave Holtz and Glenn Roark

- From Doug Irwin:

Aloha!! EWC in REEVES from the yards in '91 through Decom. Warship REEVES truly had a family of Ironmen. Good times, good times.

- From Jerd "Skeet" Clayton

I served onboard the Reeves from March 1971-March 1973. I was a YN3 and the ship's legal yeoman. I shared an apartment with LTJG Vince Roldan and SK2 Ron Remp. We had a few great parties and did a lot of Cheech and Chong impersonations. I did two Westpacs on the Reeves with some great guys: Mike Larson, Gus George, Don Danenhower, Tim McKay, Gary Daley, Jack Hays, Steve Robb, Steve Bentz, Jim Eastwood, Jerry Delaval. What a crew!!

(Continued from 2009 Reunion on page 1)

ballroom is perfectly sized for our group. All the facilities are located on the first floor, right off the lobby area.

The Holiday Inn is located in Oakbrook Terrace very close to the world-renown *The Oaks of Oak Brook Shopping Center* and *Yorktown Shopping Center*. The hotel will be providing complimentary shuttle service to attractions within a 5 mile radius, including malls, tourism sights and commuter railway stations servicing downtown Chicago.

We are also negotiating with a AboutTours to provide guided tours in downtown Chicago and the historic Oak Brook area. Remembering the

popularity of the San Diego dinner cruise, while being mindful of costs, a luncheon cruise on Lake Michigan can also be arranged. **Please be mindful that a minimum number of participants will be required for each tour.** Further details can be found elsewhere in this newsletter.

For those who wish for a bit more excitement outside our planned tours, the city of Aurora has the Riverboat Hollywood Casino Aurora 20 miles west of Oak Brook on the Fox River. It is described as a small casino with very mixed reviews. I suspect that it won't compare with Atlantic City but can still be great fun. It is accessible by auto on Interstate 88 or a \$4.30 ride on the Burlington Northern Santa Fe rail line.

We will not be organizing an official tour of Great Lakes Naval Training Center. While our reunion will occur at the same time as a Friday recruit graduation, the cost of transporting interested attendees would be prohibitive. I'm sure that a few private trips will be arranged by shipmates. I did have the opportunity to visit Camp Porter during our site visit as is reported elsewhere in this newsletter.

It's not too early to plan on attending. Check the information for making hotel reservations in this newsletter. And, if you are flying AirTran, Delta, Frontier, Porter, Northwest or Southwest, the hotel will pick you up at Midway Airport at no cost.

President's Message

(Continued from page 2)

umn (the obvious low-point of the newsletter), you are already at least partially on board with the Reeves Association. You have taken the time to read, and are therefore aware of what we are trying to accomplish. I'm sure that you are at least thinking of a way to get to a reunion with us. My area of concern is the members that are not reading these newsletters, and may actually come to the reunions if we can find a way to reach them. Many live in

the middle of the country, and this is a chance to catch-up with Reeves shipmates while we are in the neighborhood. Others may be further away, but willing to meet up with old shipmates and new friends if an opportunity finds its way to their door. What we need from you is an effort to help us find these shipmates, and extend an invitation to catch up with us. We are targeting a number of publications this year to get the word out. Charles Elkins has taken on the daunting task of getting our word out to publications. Paul Van

Tassel has taken on the monumental task of resolving the many old e-mail and snail-mail addresses we have collected over the years to find real people. We are all working together to make this an all-out effort to get Reeves shipmates gathered for some serious story-telling sessions in Chicago this coming October. Anything you can do to help us make Chicago 2010 happen would be greatly appreciated.

Tom Bailey BT2 (84-87)

You Can't Go Back

During the hotel site visits to Chicago in January, we veered off I43 North where the sign said Naval Station Great Lakes. We arrived at a fancy gate staffed by a lot of security dressed in battle fatigues and turned in. My truck has my Ft. Belvoir, VA, sticker and our ID cards were in order, so we were waved through.

I had no idea of where we were. There were many streets with large new buildings named after historic Navy ships, tall flagpoles with lots of colored pennants, and Navy BDU-clad recruits wearing white surgical face masks and black watch caps.

Eventually, the bricking on an overpass identified that area as Camp Porter. Huh?!?

Where were the two-story yellow brick buildings. Where was the drill hall? Where was the double-sided mess hall? Nada!

And where were all the recruits?

Well, after wandering a bit more, and getting very uncomfortable with driving on ground where I once marched and trucks weren't permitted, we headed for the nearest gate. We came to a complete standstill at a crosswalk by the new drill hall—graduation had just finished and everyone in the world was walking to a kind of strip mall across the street. A cute SA bobbed

her head at me and asked if I could find another gate to exit. Not!

So, she stopped the flow of humanity and let me escape this 21st Century version of Boot Camp.

We wandered up Sheridan Road past NTC where again there wasn't a recognizable building. Oh yes, the liberty gate to the strip was there, but the strip was a collection of empty lots and cyclone fencing (just like San Diego and Norfolk).

Closer to Waukegan, there were a lot of empty buildings and shuttered businesses. Downtown was sort of familiar.

Further up the road to Zion: the white, old, falling down clapboard Zion Hotel doesn't exist anymore.

Into Kenosha and Racine: the effects of the economy really showed here. The demographics have changed a lot, but the potholes are just as big and obnoxious as ever.

As we drove into Milwaukee, it was interesting to see, but nothing like it was in my memories. The USO is gone, along with the 5 guys to a room \$3 per night rooms at the Town Hotel across the street...the free sandwiches, doughnuts and coffee, tickets to shows and sporting events - and times gone by many, many years ago.

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.

Visit: TogetherWeServed.com

You'll find a lot of us there, with all the details about our service time.

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All comments, suggestions, submissions and criticism are welcome.

Welcome to Chicago

Welcome to Chicago in October for our 2010 Association Reunion. We have received a commitment from the Holiday Inn Chicago Oak Brook to fully host our reunion. Mark the dates:

October 7 through October 10



Chicago Skyline from Lake Michigan

We have a block of rooms set aside for the Association at a special reunion rate of \$79 per night. The room rate also includes a complimentary full breakfast served daily at Cattails Restaurant off of the lobby.

Located in fashionable Oak Brook west of Chicago, there are several excellent shopping malls within a short distance from the hotel.

Oak Brook is the home of Frank Lloyd Wright's Home and Studio, the birthplace of Ernest Hemingway, Graue Mill and Museum, Peabody Mansion Estate, the Morton Arboretum, Cantigny Park (including the McCormick and First Division Museums) and Drury Lane Theater among many other places.

Our tour itinerary will include a guided Friday tour of Downtown Chicago, including a visit to the John Hancock building observation deck, and a Boat Tour on the Chicago River.

Saturday's tour will include a visit to the Navy Pier and a luncheon cruise on Lake Michigan. This is an

excellent way to view the unique Chicago skyline.

On Sunday, remaining closer to home, we will visit Cantigny Park (pronounced Canteeny Park) to see Robert McCormick's Mansion Summer home and the U.S. Army First Division Museum.

Unlike San Diego, where there were no minimum number of participants for the tours, the Chicago Tour Operators have **established minimums** because we will have to provide dedicated vans and coaches for each group. This means that we will be filling tours on a first-come first-served basis.

For the independent tourists, there are the Union Pacific and Burlington Northern Santa Fe commuter rail lines into the Chicago Loop with stations



Holiday Inn Chicago Oak Brook

about two miles north and south of the hotel. The cost one-way is about \$3.80. And, the Holiday Inn will provide complimentary shuttle service throughout the day and evening to any location within a five mile radius including the various Metra stations (Chicago's version of Metro).



Cantigny Park, Oak Brook

We are planning our two-hour hosted Welcome Reception in the hospitality room on Friday evening, and our reunion banquet on Sunday evening. We are working with the Navy Public Affairs Office to obtain a guest speaker at our banquet.

If you are planning to attend the reunion, you can make your reservations directly through the hotel by calling 630-833-3600 and ask for the in-house reservationist. Be sure to tell them that you are with the USS Reeves Association.

You can also make reservations online at:

www.HolidayInn.com

If you haven't signed up for Priority Club rewards, this is an excellent time to do so.

Enclosed in this issue of the newsletter is the 2010 Reunion Registration form. Please complete and return with full payment at your earliest convenience. This will help us to plan and assure the best possible arrangement for your trip to Chicago.

Asian Pacific Post 4851

1260 3rd Ave, Chula Vista, CA 91911

Thank You For Your Donation

John Armstrong

And His Shipmates of the USS Reeves

John Armstrong, a Life Member of Post 4851, and his shipmates attended a reunion of the USS Reeves. They made a donation to our Post of refreshments that were left at the end of the reunion. (From their November 2009 newsletter).

...On A Cold Winter's Night—a Warm Fireplace, a Decent Brandy, and a Good Book

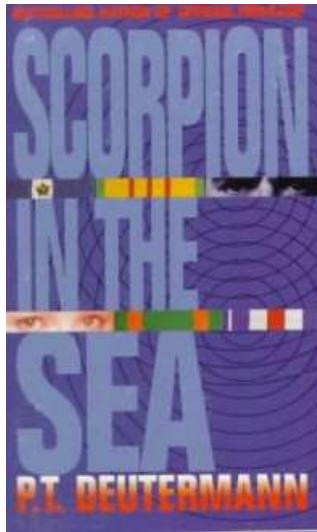
During our San Diego reunion, we had one unplanned hospitality room bull session discussing some of our favorite authors and great books we've read. We built a small reading list of books (on a cocktail napkin) by CAPT Peter T. Deutermaann, a Navy junior who attended the Naval Academy and was commissioned in 1963. I went to work finding information on Captain Deutermaann.

From his website: He served in the surface fleet, mostly destroyers. He served as a junior officer in the Pacific Fleet in USS Morton (DD-948), ran a Swift boat flotilla (PCF-39) in Vietnam, served as Ops in the USS Hull (DD945) and, after grad school, Ops in USS Jouett (CG-20). After a spate of shore tours, Peter served as Exec of USS C.F. Adams (DDG-2) and later Commanding Officer of USS Tattnall (DDG-19) sailing in the Atlantic and Med. Returning to the Pacific, Peter assumed command of DesRon 25 in Pearl. Following

several shore tours, CAPT Deutermaann retired in 1989.

Peter published his first fiction novel, **Scorpion in the Sea**, in 1992.

After obtaining an agent, three of the books have been optioned for feature film development. There are audio versions of the books and foreign translation rights have been sold into Japan, China, Spain, England and the British Commonwealth, Poland, Italy, Germany, The Netherlands, Russia, the Czech Republic, to name some.



After retirement from the Navy, Peter and his wife, Susan, moved to North Carolina. He served on the board of directors for two high-tech companies, and on the board of advisors of a venture capital group in Washington, D.C.

Two of Peter Deutermaann's uncles, his father, and both his brothers served in the armed forces, as have some of their children. There has been a Deutermaann on active military duty continuously since 1920.

He is currently at work on his fourteenth novel, this one an historical novel about World War Two, to be called **Glory**. His thirteenth novel, **Nightwalkers**, was released in June 2009.

Our Winter reading list consists of **Scorpion in the Sea**, **The Edge of Honor**, and **The Train Man**. All have been ordered from Amazon.com. Reviews will follow, I promise.

Sharing the Surplus

Upon arriving in San Diego a day early for our reunion, we found the **Marine Corps Interrogator Translator Teams Association** holding their 2009 reunion at the Bayside. Being curious (read, nosy), we took a look at their setup for the Hospitality Room. It was such a great layout that we asked the Holiday Inn Bayside Banquet Manager to leave it just as it was. (The staff did remember to swap out the service flags.)

The Marines were curious about the Reeves, interrogated us and were satisfied that we were legitimate. When they packed up, they left us a lot of paper goods, glasses & cups, utensils, some beer & water, lot's of salsa sauce and an open 1.75l bottle of vodka. We were very grateful as the shopping at the Navy Exchange and

local stores hadn't begun. Although I have to admit that the vodka bottle seemed to migrate at some point.

While we were careful in our purchases, it just isn't possible to buy the exact amount of supplies when you don't know how many are going to attend over a four day program. So, we also had left-over stock.

The **USS Zellers (DD-777)** was following us for their reunion at the Bayside. It seemed logical to pass our supplies on to the Zellers reunion group. So, we sent our surplus up to their hospitality room - which was quickly and gratefully received. It rated a thank you note.

We're all in this reunion thing together. So, it made sense to help out where we could and share the wealth.

The RIVERDALE PRESS

May 27, 1970...

Borba on Reeves

RIVERDALE. Navy Seaman Tony E. Borba, son of Mr. and Mrs. Antonio Borba of Riverdale, is now serving aboard the guided missile frigate USS Reeves at Norfolk, VA., as part of the ship's precommissioning detail.

Upon completion of crew training, the ship will proceed to its new homeport at Pearl Harbor.

The Riverdale Press delivers local news to the Bronx, Westchester and New York Counties.

This news excerpt was provided by Tony Borba's family who save the clippings from their hometown newspaper all those many years ago. Where's yours?

A Very Late Christmas Story

You may have never had the opportunity to visit with and critique a ship's cook on Christmas Day as he worked mightily in his pocket-book galley to produce a great feast on the tiny mess decks. USS Reeves was greatly blessed with a large galley, spacious mess decks and other messing areas. Back in 1965 (when Reeves still smelled like fresh paint) it wasn't so for most of the Fleet. The Fletchers were probably the worst, as there was no way to get forward or aft without a stroll down the main deck or 01 level.

It was Christmas Day, 1965, and the USS Renshaw (DD-499) was moored starboard side to Bravo 25, Naval Station Pearl Harbor. Yes, the day was clear and warm, a typical Hawaiian Christmas complete with plumeria and palm trees swaying in the tropical breezes. You know what I mean.

In those days, nearly all of the crew lived onboard. (Remember the old saw...if the Navy wanted you to have a wife, they would have issued one with your seabag.) No one had any money to live anywhere else, and, unless you were an officer or

Our shipmate, Mike Lamka (EMFN, 1970-1971), has been published on the website **Associated Content Community**. Mike has published 18 very readable and pertinent articles since April 2009. He currently lives in Florissant, St. Charles County, Missouri, and writes about local, regional and national issues. Mike is a member of VFW Post 4105 in Florissant and speaks out about issues that concern all of us. Check out his articles at:

www.associatedcontent.com/user/497127/michael_lamka.html

And, if you'd like to see what a hometown, mid-America VFW Post looks and acts like, try this link:

www.vfw4105.org/

chief, there weren't any civies allowed onboard,—they were safely stowed at the Fleet Locker Club, Bloch Arena. So, the poker party in Machine Ship/After Repair and pinochle games in CIC began at reveille and ended well after taps. Someone could always hit the pier when the Roach Coach stopped on the pier by the gangway, stock up on maple bars, sticky buns, chips and soda. "I'll buy if you'll fly..."

But Charlie D., our duty cook, had other ideas about Christmas dinner. Charlie had been a professional chef back in the day in Chicago. He knew how to do stuff and cook stuff. A shipmate and I kept Charlie company in that hot space for the afternoon. (Not that Charlie needed company...it was great to even be allowed inside his sanctum sanctorum.) He even allowed us to comment on his progress—as long as it was complimentary and respectful.

Well, besides the turkeys and hams, potatoes and yams, stuffing, beans and ambrosia, pies, cakes and cookies, hard candies, nuts and other such stuff...Charlie was an artist. He built an authentic gingerbread house from scratch. Once his creation had been pasted and glazed, decorated and frosted, and sat proudly on the stainless steel table in his impossibly small galley, Charlie turned to his turkeys.

I seem to recall that Charlie had a bottle of Jack Daniels somewhere in that galley. It would mysteriously appear when the turkeys were pulled from the ovens, some libation was sloshed, Charlie partook of the toast, and back those birds went, into their saunas. Of course, Charlie was all for sharing his grog with the birds, but my buddy and I were content (forced) to watch.

Of course, early in the basting, the sloshing was a conservative affair. It was going to be a long time

until the 1600 serving. Charlie, being an olde tyme sailor, the birds' portions decreased (somewhat) over the afternoon and Charlie's portion increased accordingly. Yet, those birds appeared, at the end of their bake cycle, the most golden, moist, tasty, delicious turkeys I've ever seen, or eaten.

And, the gingerbread house? Well it didn't survive the holiday meal. A number of the married sailors who had the duty brought their wives and kids onboard to celebrate with us. Those kids must have been barely prepped with thin sliced P.B. & J. sandwiches, 'cause they were voracious when they hit the mess decks. Charlie's house didn't stand a chance—and I think he really liked it. Charlie was a man of few words, but a really nice grin.

There wasn't a thing about that Christmas dinner that I've ever forgotten. It was over 40 years ago. But Charlie D. is still the same. I have to admit that I haven't ever tried the Jack Daniels solution. Maybe it's because the war department frowns on sharing booze with a bird before the sun's over the yard-arm. I think it's the problem of this amateur competing with that professional.

If you've never seen a galley on a Fletcher, it's a small, narrow compartment on the main deck, sandwiched in between the uptakes for the stacks. It's only saving grace was its location is just aft of the weatherbreak. Your eggs don't get salted by the spray and the closer you stood to the port galley door in heavy seas, the drier you stayed.

But old Charlie D. (I think he was about 30 or so, and that was very old to me) could do magic with anything the frugal Supply Officer could throw at him. That Christmas of 1965, he surely did.

Thanks, Charlie!

Navy Week 2010

FOR IMMEDIATE RELEASE

January 7, 2010

United States Navy selects Phoenix to host 2010 Navy Week Celebration

America's Navy will come home to Phoenix March 22-29.

Phoenix has been chosen as a host city for a Navy Week celebration in 2010, giving area residents an opportunity to meet some of the Navy's Sailors and learn about the Navy's critical mission and its broad-ranging capabilities.

The U.S. Navy conducts approximately 20 Navy Weeks each year, reaching out to communities across the country to show Americans the investment they have made in their Navy. During a Navy Week celebration, the Navy concentrates a variety of outreach assets in a single city for the week, sharing the Navy story with as many people as possible.

Outreach assets which may be scheduled during Phoenix Navy Week include:

- The Navy Leap Frogs Parachute Team
- Navy rock bands and ceremonial bands
- Navy admiral speakers
- Navy divers
- Flight simulators and other interactive displays
- Sailors from namesake ships and submarines.

A wide variety of events are scheduled during each Navy Week, including:

- Engagement with local corporate, civic and government leaders
- Navy Band musical performances
- Dive demonstrations in local aquariums
- Visits to area schools
- and community service projects and events with local sports franchises, to name only a few.

In 2010, 20 cities have been selected to host a Navy Week. These cities include: Tampa; Phoenix; Charleston, S.C.; San Antonio, Texas; Des Moines, Iowa; Kansas City; Birmingham, Ala.; Spokane, Wash.; Little Rock, Ark.; Milwaukee, Wisc.; Boston; Minneapolis; Chicago; Boise, Idaho; Baltimore; Cleveland; St. Louis; Salt Lake City; Atlanta; and Dallas.

For more information on the 2010 Phoenix Navy Week, please contact LT Lynn Valverde at lynn.valverde@navyweek.org <<mailto:lynn.valverde@navyweek.org>> . More detailed information on each Navy Week can be found at our website, www.navyweek.org <<http://www.navyweek.org>> . For high resolution photos from past Navy Week celebrations, visit <http://www.flickr.com/photos/navyweek/sets/> <<http://www.flickr.com/photos/navyweek/sets/>> . For a complete list of U.S.

Navy outreach engagements, click on the following link <http://www.navy.mil/navco/CFA/2010.html> <<http://www.navy.mil/navco/CFA/2010.html>>

For anyone who has ever had the pleasure of participating in a Great Lakes Cruise, very much a Navy Recruiting Command dog and pony show, it is something to never be forgotten. The U.S. Navy does an excellent job of inviting and involving the public in all public relations events. If there's a Navy Week celebration coming to your town, please get involved. You won't regret it!



Boston 2009



Oklahoma City 2009



Phoenix 2009



St. Louis 2009



York 2009

The War Ended, The Battle Begun, and The End Result

With the advent of increasingly complex shipboard electronics subsequent to World War II, the US Navy developed increasingly complex performance measurements and operating standards. Before the introduction of the Naval Tactical Data System concept in 1955, all electronics consisted of lots of vacuum tubes and other Radio Shack-type parts crammed into very sturdy gray boxes with some kind of gauge, hand crank or scope on the front or top.

Electrical communication between systems consisted of lots of syncros and servos and geared boxes.

Weapons were trained and aimed using a lot of optics and hand wheels. (Over-simplified, but basically true.)

Steam plants remained low pressure, low tech affairs with the occasional use of superheaters to boost horsepower and force a few knots more out of fixed-blade screws.

So, WWII technologies ruled in the shipboard Navy through the 1950s.

Overall, maintenance was pretty straight forward. If it was mechanical, strip it down to basic parts, clean everything, mike the moving parts and reassemble, regularly. If it was electronic, take performance measurements.

And, then run until failure.

Then the shipboard world began to change around 1955. Companies like Remington Rand, Sperry, Univac and Burroughs were developing shipboard computers. First used in the weapons world, they eventually worked into every part of shipboard life. But, that took nearly 40 more years to complete.

With the Norfolk-class destroyer, the Babcock & Wilcox 1200 psi plant came to the surface fleet, replacing the time tested 600 psi plant. It remained the prime driver until nuclear reactors and gas turbines were introduced.

The development of shipboard guided

missile systems (Talos, Terrier and Tartar) completely changed the complexity of the combat system suite.

In the mid-1960s, the US Navy was in the midst of a complete architectural revision, while going to war.

Generally speaking, half the fleet units were veterans of World War II and Korea. The other half were newbie hulls with new engineering and combat systems that had never been tried in combat.



Surface Warfare Officer

Vietnam was a very intense war in a very small place on the globe that ultimately required all the resources the Navy could bring to bear over the next nine years. And, the nature of the war was different - lots of time sitting on station while the aviators provided wave after wave of support for the Army and Marines ashore - for nine long years.



Enlisted Surface Warfare Specialist

The veteran ships were literally falling apart. Plants were being held together with bailing wire and bubble gum. Gun mounts were falling through the decks. Extended steaming took a real toll on the newer ships with their larger, more powerful plants. The fire rooms were a dangerous place to stand watch.

The complex electronics were driven beyond their capacity simply because they hadn't been designed to operate continuously for months on end.

Suddenly the war ended in 1973. As the ships withdrew from the Gulf and coastline of Vietnam, the Navy was already issuing new guidelines in a program called READIMP (readiness improvement). It took on a life of its own in very short order. It also brought with it something new for the surface Navy - INSURV (Board of Inspection and Survey) and the PEB (Propulsion Examining Board), adapted from the nuclear powered Navy. By 1974, the Navy was very nearly literally welding ships to the pier - they were considered so unsafe to operate.

While operating on the line during the war, three section watch was normal for most. Engineers or Operations types were mostly used to Port and Report (Port and Starboard).

Getting ready for the PEB required 12, 14 or 16 hour days for weeks on end, finding and fixing all those things that had been going wrong for a very long time.

Where careers had once hinged on performing well underway, they now hinged on doing well with the PEB. For an engineer, post-deployment was the tour from hell.

So, when the war was done, the battle had begun - the battle to save the fleet and keep it operating throughout the world.

Some legacies of those post-Vietnam days: 3M (Maintenance, Material and Management), PQS (Performance Qualification Standards), SWO (Surface Warfare Officer), and ESWS (Enlisted Surface Warfare Specialist).

Recommended as a more authoritative source than this old salt's ramblings:

U.S. Destroyers
An Illustrated Design History,
Revised Edition (2004)

By Norman Friedman
(Available at the USNI and Amazon)



USS REEVES ASSOCIATION
Membership Application



Name _____

Street Address 1 _____

Street Address 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 _____. I served in _____ division/department _____.

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
8701 Bradgate Road
Alexandria, VA 22308

For further information call or email [Michael Robertson](mailto:Michael.Robertson@ussreeves.net) at 703-780-2269, fax 703-940-9161

More details online at: [USS Reeves Association Website](http://www.ussreeves.net/association Website) (hyperlink)

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



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8701 Bradgate Rd

Alexandria, VA 22308

<http://www.ussreeves.net>



Please check your mailing label. If it doesn't say *Current*, you must renew your Association dues to continue receiving this newsletter.

**USS REEVES (DLG/CG-24) ASSOCIATION REUNION
2010 REGISTRATION FORM
October 7-10, 2010
*Important! See Tour Information on Reverse!***

Make reservations with the **Holiday Inn Chicago Oak Brook**, 800-315-2621. Tell them "USS Reeves Association Reunion"

Name _____ Phone # _____

Complete Address _____

Email address _____

Guest's Full Name _____

Years you served on board: 19 _____ to 19 _____, Division: _____ Rank/Rate onboard _____

Thursday, October 7th

3:00 pm Hotel check-in. Reunion check-in in the Willow Room

Afternoon/evening free Hospitality in the Willow Room open until 10:00 pm

Friday, October 8th

Daytime free Tour (9:00) & Hospitality in the Willow Room open 8:00 am – 10:00 pm

6:00 – 8:00 pm Welcome Reception in Willow Room with open bar and hors d'oeuvres

Saturday, October 9th

Daytime free Tour (9:00) & Hospitality in the Willow Room open 8:00 am – 10:00 pm

Evening free Hospitality in the Willow Room open until 10:00 pm

Sunday, October 10th

Daytime free Tour (9:30) & Hospitality in the Willow Room open 8:00 am – 10:00 pm

3:00 – 4:30 pm Business meeting in the Willow Room

5:30 – 7:00 pm Cash-bar happy hour in Oak Ballroom

7:00 – 10:00 pm Reunion Banquet in Oak Ballroom

Choice of (please indicate number of orders — vegetarian entree available upon request):

_____ Prime Rib of Beef (10 oz. Choice Beef, slow roasted, served with Au Jus and horseradish)

_____ Chicken Picata (sautéed with White Wine, Lemon, Capers and Butter)

_____ Poached Salmon (with White Wine Sauce, seasonal vegetables and Sun Dried Tomato Risotto)

Dinner also includes tossed green salad w/Italian & Ranch dressings, fresh green beans almandine, roasted red potatoes, rolls and butter, cheesecake w/raspberry melba sauce, Kona or decaf coffee, hot tea.

Monday, October 11th

12:00 pm Hotel checkout & departure

There is a single, all inclusive fee of \$100 per person for the reunion that includes the Welcome Reception, beverages & snacks for the hospitality room, banquet cost, reunion ballcap and attendee materials. Tours are not included in this fee.

I will attend the reunion _____ I am bringing _____ guest(s).

TOTAL attending x \$100= \$ _____

TOTAL for Tours \$ _____ (see back)

TOTAL Enclosed for Reunion \$ _____

Please complete and return no later than 8/10/2009 (sooner if at all possible!); make out check payable to:

USS REEVES ASSOCIATION

Mail to: USS REEVES ASSOCIATION

c/o Michael Robertson

8701 Bradgate Rd, Alexandria, VA 22308

For further information call Michael Robertson at 703-790-2269, fax 703-740-9161, email michaelrobertson@cox.net

**USS REEVES (DLG/CG-24) ASSOCIATION REUNION
2010 REGISTRATION FORM
October 7-10, 2010**

Tour Information & Reservations

(These tours are planned with a minimum number of participants which must be met to guarantee these prices)

Friday — Downtown Chicago, Memorial Water Wall, the Magnificent Mile, John Hancock Building, and Chicago River Cruise. Departs @ 0900 (9am), returns back to hotel by 1630 (4pm).

The group enjoys a narrated driving tour of the city in a spacious mini-bus, including the historic and significant sights. Visit the Memorial Water Wall at Soldier Field, Millennium Park, statues of General Grant and President Lincoln, and the famous Magnificent Mile; travel the lakefront parks and view the Chicago skyline from the top of the John Hancock building. Visit the Navy Pier. Lunch on your own at a local deli. After lunch, enjoy a guided cruise along the Chicago River viewing the special architecture that is uniquely Chicago. Includes all transportation, observation deck, and river tour admission. (Minimum 20 persons.)

_____ Yes, I/we will participate. Number participating: _____ x \$78 = Amount Enclosed \$ _____

Saturday — Navy Pier visit and luncheon cruise aboard the Mystic Blue. Departs @ 0900 (9 am), returns by 1630 (4:30pm).

Once a former Navy training site, spend the morning exploring the historic Navy Pier, Chicago's top attraction with shopping, eateries and entertainment, including the 15-story-high Ferris wheel.. Then board the MV Mystic Blue for an extended cruise on Lake Michigan. On board the Mystic Blue, enjoy a delicious buffet meal of creative salads, entrees and desserts while viewing Chicago's magnificent skyline and being entertained with lively music. Includes all ground transportation, boarding and luncheon costs. (Minimum 25 persons.)

_____ Yes, I/we will participate. Number participating: _____ x \$88 = Amount Enclosed \$ _____

Sunday — Oak Brook's Unique Cantigny Park. Departs @ 0930 (9:30am), returns @ 1430 (2:30pm).

(Pronounced Canteeny Park by Chicagoans.) Enjoy a visit to the country estate and 35-room mansion of Colonel Robert R. McCormick, editor and publisher of the Chicago Tribune, furnished with European antiques, paintings, rare books and Asian art. Walk the manicured gardens with various floral collections, formal designs and the Idea Garden. Explore the First Division (Big Red One, U.S. Army) Museum commemorating the distinguished service of men and women who have served our nation since its birth. Dine on your own for lunch at the Le Jardin Café on the grounds at Cantigny Park. Includes all transportation, park and museum admission. (Minimum 20 persons.)

_____ Yes, I/we will participate. Number participating: _____ x \$50 = Amount Enclosed \$ _____

Total Amount Enclosed for Tours: \$ _____ (please copy total amount to front)

Please complete and return not later than 8/20/2010 or sooner, if at all possible.