

# THE IRONMAN—A DOUBLE ENDER’S NEWSLETTER

<b>Membership Scorebox</b>	
Current	61
Past Due	98
Snail Mail Ad- dresses Only	264
Email Address	458
Total Shipmates	2,350

**Dues Notice!**  
Please be sure to check your mailing label or email notation.  
If it doesn't say **Current** above your name at the top of the label, you should renew your annual dues. To reach the greatest number of shipmates, we will publish the complete Association newsletter to any valid email or snail mail address. Your dues payments make this possible.

**INSIDE THIS ISSUE:**

President’s Message	<a href="#"><u>2</u></a>
Shipmates’ Deck Log	<a href="#"><u>3</u></a>
USNCSA Membership Assist	<a href="#"><u>4</u></a>
Consider Portland	<a href="#"><u>5</u></a>
Financials/Objectives	<a href="#"><u>6</u></a>
About When We Were Born	<a href="#"><u>6</u></a>
Gulf War Syndrome	<a href="#"><u>7</u></a>
Agent Orange Exposed Ships	<a href="#"><u>9</u></a>
The Volunteers	<a href="#"><u>11</u></a>
Membership Application	<a href="#"><u>12</u></a>

## REEVES Survives Accidental Bombing

This story has been deliberately avoided by the Newsletter editorial board (that would be me) for several years. It’s not that there is something shameful about the bombing of a capital ship, it’s the simple fact that there are shipmates in the here and now that were shipmates back then, like there when the world went to hell.

We have to consider how it must have felt to someone standing in a bombed space within minutes of finding an injured shipmate. Many of us often walked into the areas near the chain lockers, paint lockers and other utility areas in the forward bow.



**View from the forward MG sets. Bow anchor chain and port lifelines are missing.**

We can see the area is opened like a beer can. That’s what the official photos show. This was pretty far forward from the forward missile house.

There is a problem with letting a guy who served on board back in the early 70’s reconstruct the forward section of the ship in his addleplated mind in the 2012’s.

This is the official news release: The pilot of a Navy F/A-18 Hornet that dropped a 500-pound bomb on the cruiser USS Reeves in the Indian Ocean "mistook the Reeves for his intended target" during night weapons practice, the Navy said Tuesday.



But it was still not clear how the pilot became so confused that he could bomb an American warship, Lt. Cmdr. Craig Quigley said, adding that the cruiser was not towing a target during the weapons practice. "Clearly he mistook the Reeves for his intended target," Quigley said. "The best we have is that there was a floating target about 5 miles away" from the cruiser.

The Navy jet pilot was being debriefed Tuesday aboard the aircraft carrier USS Midway, where he returned after Monday night's bombing.

The Midway's battle group was 32 miles from Diego Garcia in the Indian Ocean when the accident occurred at 9:06 p.m. Monday local time (1:06

*(Continued on page 8)*

## The President's Page



Happy Winter & Season's Greetings to the Reeves Association Family

By the time this edition of the Reeves Association Newsletter is printed and delivered to everyone, we can rightly assume that the decision to end the Mayan Calendar on 12/21/12 was more a matter of Mayan convenience than a note to predict the destruction of the planet. Most academics and Maya scholars acknowledge that while the Mayan Long Count Calendar does indeed have an end-date that correlates to December 21, the Maya never mentioned an apocalypse associated with the date. Picture a cartoon with a Mayan scribe, chisel in hand, who runs out of space on the tablet and says, "That'll freak somebody out some day."

Given the fact that we are all still here to read the newsletter, we'll also advance the assumption that we all have lived through a very Merry Christmas and are looking forward to a Happy and Prosperous New Year in 2013. I hope all of our extended Reeves Family had a great opportunity to spend time with family and friends over the holidays, and that 2013 looks to be more promising than the year we just completed. If nothing else, the New Year does

not include a Presidential election, and that alone should represent a considerable reduction in background noise.

Now that we've summarily avoided the most recent cataclysmic threat to the universe, we can move right along into matters concerning the Reeves Association. We have a few new items in the Ship's Store that may interest you. The first is the new Reeves Association Challenge Coins, which were recently un-veiled at the 2012 reunion in Charleston. These very impressive mementos are available for \$12.00 a copy (plus shipping) and can be ordered by contacting Mike Robertson. They make great gifts for you to give yourself, and for anyone who was proud to have been associated with a Reeves Sailor. There's more information and pictures of the challenge coins on the website.

Mike has also recently had our reunion ball cap logo (ships silhouette) converted for embroidery onto t-shirts and polo shirts. The pictures are posted on the web-site along with instructions on how to order one of these fine articles. Keep in mind that we do not normally maintain an inventory of sizes and colors, so we would be assembling orders for a limited production run.

We have also recently had some assistance with our ever-ongoing effort to find and contact Reeves Shipmates. The Cruiser

Sailor Association has been instrumental in adding 166 confirmed snail mail addresses to our member database. This provides us with another method to reach potential members to see if they may be interested in joining our ranks. You would think that a world filled with internet and Facebook links to us would no longer require snail-mail addresses to find shipmates. However, it is proven to be a prime method for our recruitment efforts, so we'll get newsletters mailed out to them.

You can also be of assistance to the effort by contacting old shipmates that you may not have seen for years. If nothing else, tell them about the challenge coins and send them a copy of the newsletter. We'd be happy to add them to our mailings and provide them with an opportunity to re-join a piece of their past. We are also trying to bolster member interest in the organization by adding member articles and stories to the newsletter. While we're not all writers, we all have favorite stories from our time aboard the Reeves. They can be historic, informative, sad, or just plain funny. We don't care, as there are plenty of shipmates out there who would love to hear and relate to your stories. Don't let the "I'm not much of a writer" complex slow you down. Scratch out the story and we'll be happy to re-write it into something printable for you – and even give you the credit. Your shipmates would like to hear those stories, so give it a try.

Here's wishing you a mild winter, fair winds, and following seas

//tom



## Mail/eMail/Decklog From Our Shipmates —

Hi Mr Robertson,

I am sad to report that Billy M. Jones went to be with the Lord on August 27, 2012. He had kidney cancer. After a very successful surgery, sloppy nursing care allowed him to be found on the floor by his bed not breathing, no heartbeat at 0100. Mind you Bill was on Fall watch restrictions. It is sad when someone dies, but worse when they died from nursing neglect. He was a fighter and ready to go all the way with the kidney cancer treatment. I have read that kidney cancer can be directly linked to service in Viet Nam. His widow should be able to get disability or back disability. Would you know anything about that or who I could contact?

Bill, who was my step father or bonus dad as I called him, was proud of his many years in the Navy. A finer more honorable man I have never met. He was buried at Ft Sam Houston with full military honors as befitting a patriot.

Regards,  
Kathy Jones  
Bonus daughter

Hi Mike -

I will hook up on facebook, though I finally shook my addiction this year,,lol.

I remember some other friends inhabiting your old stateroom - I lived under the ASROC launcher between OPS and WEPS...I kinda liked it for the most part. The CCTV studio was pretty small - my 2nd class assistant was always getting me yelled at for switching the 3rd channel into the main feed...of course he wasn't watching a kid friendly program when he did that.

I still haven't been to Hawaii.

My highest rank onboard was LTJG. I left the Navy as a LT in the

reserves - with a BMU-2 DET after a seabee tour with NMCB-74 as S1 which took me to 2MEF and the first gulf war on the kuwait border.

Dang cold war ending made me leave the navy and have a successful IT career in business intelligence. I can help with some website stuff as that's my business...if you ever need a hand.

Life is complex enough...I think I still have my old Reeves cap...proud of my time there even if I wasn't the greatest JO...sometimes you just have to learn later.

Regards,  
Dave Samuels (1986-1989)

Hi Mike

Sorry to hear of Chief Jones' passing.

If I may, I believe REEVES visited Australia in the summer of 1968, not in 1967. I remember that in 1965 on the initial WESTPAC deployment REEVES conducted operations in the southern operating areas near Saigon and the Delta in the South China Sea. I want to say probably May thru July of 1965. The remainder of the deployment was spent operating off of Danang and North Vietnam in the Gulf of Tonkin.

1966 thru 1968 was almost always assignment to South SAR Station with an occasional two or three week duty of plane guard which I hated. Always trying to keep on station while chasing the birdfarm. Give me South SAR any day. I know it drove the Bridge watch batty staying within the five mile circle but at least we had a valid and important purpose on South SAR.

Regards  
Don Carunchio

Hi Mike,

I just wanted to drop a note and tell

you how much all your hard work is appreciated. You and your sweet wife have been the spark plug that made the reunions so enjoyable. Our hats are off to both of you! My bride of over 62 years joins me wholeheartedly in these words of thanks.

Unfortunately, we were unable to attend the Charleston reunion and I somehow doubt that we will be able to attend in the future. Our thoughts and affection for the Reeves remains full strength however. I suppose that some slowing down might be expected by the age of 85. I suspect that the ranks of the original (DLG-24) plank owners is thinning considerably.

Once again, thanks for all the hard work and fun knowing you!

Woodie (Stegall) (1963-1965)



*This is a ship's crest that Woodie gave to the Association when we first started the association. It was*

*given to Woodie as a member of the commissioning wardroom in Bremerton, WA, back on May 15, 1964, by Bremerton Naval Shipyard. Woodie was the commissioning Navigator. This plaque is present at all of our reunions.*

*Woodie's Navy career extends from World War II (and I don't have all the particulars). Woodie is a Mustang, something of which I know a little bit here and there.*

*I've been tracing Woodie's history backward. So far, this is what I've come up with:*

*(Continued on page 4)*

## USNCSA Helps with Member Database

Before the Charleston reunion, the Association (that would be me) provided a copy of our membership list to the United States Navy Cruiser Sailor Association (USNCSA) in an effort to help both organizations to find more shipmates. Two USNCSA officers spent many hours researching and locating cruiser sailors from the 1940's to the present.

Jim Cozine and Robert Kaplan from the USNCSA have now worked for two months to help us fill out our membership database. (Your database guy is no slouch, if I do say so myself. These guys smacked me down.) USNCSA has access to locating resources that we can't afford or access.

We provided USNCSA with 848 names for shipmates for which

we had at least a state. This included those with everything from just a state to a complete snail mail address. We didn't provide any email addresses.

Jim and Robert were able to fill in snail mail addresses for 166 more shipmates. What a boon to us!

Last year, our association received about \$2,000 in dues and donations from more than 60 shipmates. That money has been used to maintain the website and distribute quarterly newsletters. Nothing else.

So now the association has a big problem. And, of course, it means dollars and cents:

Our website costs about \$100 each year. Our bulk mailer for

emailed newsletters costs about \$100 each year. So, our online costs are about \$200 each year.

It costs us about \$2.00 per copy (printing and postage) to snail mail a newsletter. We send about 360 hard copies every year at a cost of \$720 each year.

So, the cost of keeping operations going at our current rate is about \$1,000 each year.

If we do an annual mailing to all shipmates with a snail mail address, it would cost about \$528.

For the remaining three quarterly mailings, we can limit those to current and past members, less than 60. That would keep us within our budgeted annual income but allow us to contact everyone possible at least once a year.

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## Mail/eMail/Decklogs (continued)

*ET1 Woodie Stegall, ET1, USS William Henry Hudson (DDR-743), 1946-1951*

*LT Woodie Stegall, Navigator, USS REEVES (DLG-24), 1963-1965*

*LCDR Woodie Stegall, CO, USS Neuces (APB-40), 1969*

*As Woodie says, the ranks of plank owner is thinning—as are the ranks of other crew members. However, we have a good half dozen plank owner show up or check-in for our reunions.*

*We need to convince Woodie and Claire to plan for our 2016 reunion in San Antonio. It's going to be close to home.*

Hi Mike,

I am sorry to learn of Steve Keller's condition with cancer. Sorry I am just getting back regarding this email. I am looking forward to joining this letter regarding the Reeves Shipmates of the past.

Please send me the info on the letter or having contact with previous shipmates.

My is Eugene Willingham Sr., I am very sorry I didn't get the info in time for the Charleston reunion.

I am looking to contact any of the shipmates who serve on the Reeves from 1965 - 1968. I was transferred to the Tower January 1968.

I am looking for any information on the pilot we rescued the

first day, Sunday afternoon we arrive in Vietnam 1966. It is very hard to find any information on the Reeves tour of duties in Vietnam. My second ship most of the information is on the Internet. If anyone have or know how to obtain in regarding the Reeves I would love to hear from you.

Have a great Holiday and a happy new year. Love to hear from anyone who might know any one from my time period aboard the Reeves.

Eugene Willingham 1965-1968: BT3, #1 Boiler Room with BT1 Brown from Kentucky

*(This may be BT1 George R. Brown [deceased 2005] who was also a member of the original commissioning crew.)*

## Consider the Northwest, Consider Portland

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

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

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

And so says the Portland Travel Site.

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

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

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

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

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



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

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

So whether you're looking to



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

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

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

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

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

On the Portland Spirit Dinner



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

These are only some of the



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



## Financials

USS Reeves Association	
FY 2012 Income Statement	
<b>Income</b>	
Dues	\$1,480
Donations	\$446
Reunion	\$10,592
Ship's Store	\$1,160
Cost of Goods	-\$905
Total Income	\$12,773
<b>Expense</b>	
Advertising	\$148
Newsletters	\$894
Postage	\$715
Reunions/Other	\$10,441
Total Expense	\$12,199
Net Income	\$574
<b>FY 2012 (YTD) Assets</b>	
Cash Assets	\$3,789
Liabilities	\$658
Net Equity	\$3,131

### Charitable/Educational Objectives

The USS Reeves Association is an educational, non-profit 501(c)(3) organization registered with the Internal Revenue Service, FEIN 86-1163983. For that purpose at the 2010 business meeting, it was recommended that future excess funds be used for donations and scholarships as determined at business meetings starting in 2012.

#### This newsletter is published by:

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

## About When We Were Born...

It's hard today to envision -- or, for the dwindling few, to remember--what the world looked like on 26 Oct 1942. The U.S. Navy was not the most powerful fighting force in the Pacific. Not by a long shot. So the Navy basically dumped a few thousand lonely American Marines on the beach at Guadalcanal and high-tailed it out of there.

Nimitz, Fletcher and Halsey had to ration what few ships they had.

I've written separately about the way Bull Halsey rolled the dice on the night of Nov. 13, 1942, violating the stern War College edict against committing capital ships in restricted waters and instead dispatching into the Slot his last two remaining fast battleships, the South Dakota and the Washington, escorted by the only four destroyers with enough fuel in their bunkers to get them there and back.

Those American destroyer captains need not have worried about carrying enough fuel to get home. By 11 p.m., outnumbered better than three- to-one by a massive Japanese task force driving down from the northwest, every one of those four American destroyers had been shot up, sunk, or set aflame. And while the South Dakota -- known throughout the fleet as a jinx ship -- had damaged some lesser Japanese vessels, she continued to be plagued with electrical and fire control problems.

"Washington was now the only intact ship left in the force," writes naval historian David Lippman.

"In fact, at that moment Washington was the entire U.S. Pacific Fleet. She was the only barrier between Admiral Kondo's ships and Guadalcanal. If this one ship did not stop 14 Japanese ships right then and there, America might lose the Pacific war. . ."

On Washington's bridge, Lieutenant Ray Hunter had the conn. He had just seen the destroyers Walker and Preston blown sky high. Dead ahead lay their burning wreckage. Hundreds of men were swimming in the water and the Japanese ships racing in.

Hunter had to do something. The course he took now could decide the war, Lippman writes. "Come left, he said.

...Washington's rudder change put the burning destroyers between Washington and the enemy, thus preventing her from being silhouetted by their fires.

The move made the Japanese momentarily cease fire. Lacking radar, they could not spot Washington behind the fires.

...Washington raced through burning seas. Dozens of destroyer men were in the water clinging to floating wreckage. Get after them, Washington! one shouted

Sacrificing their ships by maneuvering into the path of torpedoes intended for the Washington, the captains of the American destroyers had given [ADM] "China" Lee one final chance.

Blinded by the smoke and flames, the Japanese battleship Kirishima turned on her search-

*(Continued on page 10)*

## Gulf War Syndrome

Gulf War illness, the series of symptoms ranging from headaches to memory loss to chronic fatigue that plagues one of four veterans of the 1991 Persian Gulf war, is due to damage to the autonomic nervous system, a study released 26 NOV shows. "This is the linchpin," said the study's lead author, Robert Haley, chief of epidemiology at the University of Texas Southwestern Medical Center in Dallas. "The disease itself is so difficult to express and to understand," Haley said, explaining that veterans described simply that they "don't feel well" or "can't function," without being able to further explain a disease that affects the automatic functions of their bodies, such as heat regulation, sleep or even their heartbeats. "Docs don't know what the disease is, so they can't help," Haley said. "But if you can figure out what the disease is, the other problems will fall in line."

Researchers spent 15 years researching a hypothesis, and then "we planned the ultimate study that proved that hypothesis," Haley said. Along with Steven Vernino, chief of the neuromuscular division at Southwestern, Haley sent 97 veterans through 25 tests, including brain imaging, in seven days. The group had been drawn from a sample of 8,000 Gulf War veterans. "Veterans have high faith in Dr. Haley's dedicated and informative research," said Paul Sullivan of Veterans for Common Sense and a Gulf War veteran. "This finding is important because for the first time physicians who care for Gulf War veterans now have a medical explanation for many of the unusual symptoms." The team conducted

several studies, and then built a theory based on the results of that work. The doctors had funding from Congress until 2010, when they were dropped by the Department of Veterans Affairs after being accused of wasting millions of dollars in research money. That came directly after a 2009 study from Haley showed that neurotoxins such as anti-nerve agent pills, insect repellent and the nerve agent sarin caused neurological changes to the brain, and that the changes seem to correlate with different symptoms.

After they lost funding, Haley and the other researchers continued their work on their own time. "This is the most important study of all," Haley said. "The veterans want to know what's wrong with them. Now, for the first time, all the doctors in the country can say, 'Oh, maybe these are autonomic symptoms.' If you're not thinking autonomic, the symptoms can sound kind of flaky." For years Gulf War veterans have been told the symptoms were all in their heads, which Haley and other researchers say isn't true. There is no known treatment for Gulf War illness, Haley said, but a diagnosis can lead to clinical trials and a possible solution. Veterans of suffering from Gulf War illness tend to fall in three categories:

- Syndrome 1, or cognitive and depression problems.
- Syndrome 2, or confusion ataxia, which is similar to early Alzheimer's disease.
- Syndrome 3, or severe chronic body pain.

Haley said studies released in

the next several weeks will include theories as to what caused the syndromes. The study should encourage Congress to devote more money for Gulf War illness research, Sullivan said. The disease affects up to 250,000 veterans, according to the Institute of Medicine.

"Knowing the medical basis for a disease focuses the search for specific treatments and makes it possible to test them in clinical trials," Sullivan said. "If VA continues to be reluctant to fund research, then Congress should hold hearings that prompt VA to do the right thing for our veterans." [Source: USA TODAY | Kelly Kennedy | 26 Nov 2012 ++]

The article is highlighted because there are many Reeves shipmates who were part of the first Gulf War effort in 1989.

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## Remembrance Web Page

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

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

There are now 29 names for former shipmates. If you are able to view the page, and notice someone is not listed, please let me know. I am able to do some research to gather important dates.

## REEVES Survives Accidental Bombing (continued)

p.m. Monday EST).

Five sailors aboard the Reeves were slightly injured from flying glass and the force of the blast, but Navy officials were relieved the 500-pound Mark 82 "general purpose bomb" caused no serious injuries or damage to the ship.



"It appears in this particular case that the explosive force of the bomb did not occur in the interior of the ship but stayed on the exterior," Quigley said. "It does not appear that the damage was major at all."

A 5-foot circular hole was reported on the main deck near the bow. The Reeves, based at Yokosuka, Japan, with the Midway, was in port at Diego Garcia Tuesday so Navy officials could assess the damage.

Quigley said the angle at which the bomb hit the ship and how it was "fused" to explode would determine how much penetration and damage it would do to a target.

Quigley said he did not know

how the fuse was set on this particular bomb or whether the pilot who dropped the bomb was a veteran or rookie.

End of the official news release.



And then this from the USS Cochrane website:

*During the 89 IO cruise the Cochrane handed over the towed target used by the USS Midway*



*planes to the USS Reeves before making a port call inside the "footprint of freedom" for the night. That night while dusk was falling the USS Reeves took a 500lb bomb to the bullnose and*

*spent the night fighting the fire. Luckily no one was killed but the damage was extensive and there were several injured sailors. In a lucky twist of fate the accident happened just after dusk when the ship called in all sailors for lights out operations.*



*For anyone who ever worked the line pulling back in the towed target I thought this story would bring back some memories.*



Where was that target when the bomb was dropped? Astern? Close-hauled? And, did that pilot have communications with CIC and realize that targeting exercises had been ended? (Photos from the internet.)



**IRAQ STAR INC.**

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



## Agent Orange Exposed Ships

To submit a claim to the VA for an Agent Orange related medical condition you must be able meet the prerequisites of the feet on the ground policy or prove that you were aboard a ship that had exposure. To assist you, the VA provides a list of naval vessels that have been confirmed as having been exposed to Agent Orange. If your vessel is not included in the Mobile Riverine Force, ISF Division 93 or listed designations at <http://www.publichealth.va.gov/exposures/agentorange/shiplist/index.asp#find>, check the alphabetized list of ships at either <http://www.publichealth.va.gov/exposures/agentorange/shiplist/list.asp#B> or the attachment to this Bulletin titled, “**Agent Orange Exposed Ships Nov 2012**”. Ships will be regularly added to the list based on information confirmed in official records of ship operations. Currently there are 244 ships on this list.

Refer to <http://www.publichealth.va.gov/exposures/agentorange/shiplist/not-on-list.asp> for instructions on how to add a ship to this list. For questions about your eligibility for disability compensation refer to <http://www.publichealth.va.gov/exposures/agentorange/disability-compensation.asp>. For contact information on your nearest VA benefits office refer to <http://www2.va.gov/directory/guide/division.asp?dnum=3>. [Source: <http://www.publichealth.va.gov/exposures/agentorange/shiplist/list.asp#B> Nov 2012 ++]

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USS Reeves was definitely one of the many ships that were exposed to Agent Orange in the 10 year period of the Vietnam War. Many of our shipmates remember entering into the inland waters of Vietnam for various operations. We have

shipmates who have contracted illnesses from Agent Orange even though Reeves is not listed as a combatant that sailed in Vietnamese inland waters and was exposed to Agent Orange.

Considering all the times between 1965 and 1975 when Reeves was deployed into the Tonkin Gulf and the SAR positions, the probability of the ship encountering the effects of Agent Orange just 50-100 miles offshore are very high.

We have already seen shipmates fatally effected in the last 20 years by Non Hodgkin's Lymphoma. There are shipmates who are currently undergoing classification and qualification issues with the Veterans Administration for their afflictions. We need to be mindful of our own generational casualties, and those of the current generation who are experiencing injuries unheard of in our time.

### Shift Colors

To receive the Navy's Shift Colors newsletter via email send the following information to [Mill\\_ShiftColors@navy.mil](mailto:Mill_ShiftColors@navy.mil) -- First name; Last name; E-mail address; Title (Mr., Mrs., rank, etc.); and Military affiliation (retiree, surviving spouse, veteran, other). There is no longer any funding for hard copies to be printed and mailed. To receive Shift Colors it does not matter whether or not you're retired, active duty, a veteran, a surviving spouse, or just someone who's interested in receiving the newsletter

### In Remembrance

Shipmate Jack Stewart has reported the passing of Association Charter Member RMC Frank Feeser on Tuesday, September 18, 2012 in San Diego, CA

Frank was born on August 29, 1937, to C. Guy and Mary (Walter) Feeser on their farm, 1 mile west and 3/4 mile south of Gresham, NE. He attended Fairview grade school and graduated from Shelby High School in 1954. He joined the United States Navy that same year.

He proudly served his country in various posts including the Philippines, Vietnam, Japan, Hawaii and aboard many ships. Upon retiring, Frank worked 25 years as an electrical engineer in San Diego. He enjoyed meeting his family and friends in Las Vegas yearly. Frank was a member of the American Legion, V.F.W. and the Naval Reserve Club in Imperial Beach, California.

Frank went from RM1 to RMC while attached to Reeves from 1965 thru 1968. He was close friends with BM1 Coward, GM1 Anderson, MM1 Stewart, BT1 Charlie Brown and numerous other Shipmates from that era. He will be missed...

Survivors include his wife, Connie, and her family of San Diego, Calif.; sons, Phillip and James Feeser, and their families of the Philippines; brother, Hollis (Pat) Feeser, of Rochester, Minn.; sister, Joanne (Feeser) Nekl, of Shelby; and brother, Dennis (Cindy) Feeser, of Sergeant Bluff, Iowa; numerous nieces and nephews; along with extended family and friends.

Frank was preceded in death by his parents, Guy and Mary Feeser; his first wife, Carmen; and his brother-in-law Eugene (Nick) Nekl.

## About When We Were Born... (continued)

lights, illuminating the helpless South Dakota, and opened fire. Finally, as her own muzzle blasts illuminated her in the darkness, Admiral Lee and Captain Glenn Davis could positively identify an enemy target. The Washington's main batteries opened fire at 12 midnight precisely.

Her radar fire control system functioned perfectly. During the first seven minutes of 14 Nov 1942, the "last ship in the U.S. Pacific Fleet" fired 75 of her 16-inch shells at the battleship Kirishima.

Aboard Kirishima, it rained steel. At 3:25 a.m., her burning hulk officially became the first enemy sunk by an American battleship since the Spanish-American War. Stunned, the Japanese withdrew. Within days, Japanese commander Istook Yamamoto recommended the unthinkable to the Emperor -- withdrawal from Guadalcanal.

But that was still weeks in the future. We are still with Mitchell Paige back on the malaria jungle island of Guadalcanal, placed like a speed bump at the end of the long blue-water slot between New Guinea and the Bismarck Archipelago ... The very route the Japanese Navy would have to take to reach Australia.

On Guadalcanal, the Marines struggled to complete an airfield. Yamamoto knew what that meant. No effort would be spared to dislodge these upstart Yanks from a position that could endanger his ships. Before long, relentless Japanese counterattacks had driven supporting U.S. Navy from inshore waters. The Marines were on their

own.

As Platoon Sgt. Mitchell Paige and his 33 riflemen set about carefully emplacing their four water-cooled .30-caliber Brownings, manning their section of the thin khaki line which was expected to defend Henderson Field against the assault of the night of 25 Oct 1942, it's unlikely anyone thought they were about to provide the definitive answer to that most desperate of questions: How many able-bodied U.S. Marines does it take to hold a hill against 2,000 desperate and motivated Japanese attackers?

Nor did the commanders of the mighty Japanese Army, who had swept all before them for decades, expect their advance to be halted on some jungle ridge manned by one thin line of Yanks in khaki in October of 1942. But by the time the night was over, the Japanese 29th Infantry Regiment had lost 553 killed or missing and 479 wounded among its 2,554 men, historian Lippman reports. The Japanese 16th Regiment's losses are uncounted, but the [US] 164th's burial parties handled 975 Japanese bodies. ... The American estimate of 2,200 Japanese dead is probably too low.

You've already figured out where the Japanese focused their attack, haven't you? Among the 90 American dead and seriously wounded that night were all the men in Mitchell Paige's platoon; every one. As the night of endless attacks wore on, Paige moved up and down his line, pulling his dead and wounded comrades back into their foxholes and firing a few bursts from each of the four Brownings in turn, convincing the

Japanese forces down the hill that the positions were still manned.

The citation for Paige's Congressional Medal of Honor picks up the tale: When the enemy broke through the line directly in front of his position, P/Sgt. Paige, commanding a machine gun section with fearless determination, continued to direct the fire of his gunners until all his men were either killed or wounded. Alone, against the deadly hail of Japanese shells, he fought with his gun and when it was destroyed, took over another, moving from gun to gun, never ceasing his withering fire."

In the end, Sgt. Paige picked up the last of the 40-pound, belt-fed Brownings -- the same design which John Moses Browning famously fired for a continuous 25 minutes until it ran out of ammunition, glowing cherry red, at its first U.S. Army trial -- and did something for which the weapon was never designed. Sgt. Paige walked down the hill toward the place where he could hear the last Japanese survivors rallying to move around his flank, the belt-fed gun cradled under his arm, firing as he went. And the weapon did not fail.

Coming up at dawn, battalion executive officer Major Odell M. Conoley was first to discover the answer to our question: How many able-bodied Marines does it take to hold a hill against two regiments of motivated, combat-hardened infantrymen who have never known defeat?

On a hill where the bodies were piled like cordwood, Mitchell Paige alone sat upright behind his 30-

*(Continued on page 11)*

## About When We Were Born... (continued)

caliber Browning, waiting to see what the dawn would bring.

One hill: one Marine.

But "In the early morning light, the enemy could be seen a few yards off, and vapor from the barrels of their machine guns was clearly visible," reports historian Lippman. "It was decided to try to rush the position." For the task, Major Conoley gathered together "three enlisted communication personnel, several riflemen, a few company runners who were at the point, together with a cook and a few mess men who had brought food to the position the evening

before." Joined by Paige, this ad hoc force of 17 Marines counterattacked at 5:40 a.m., discovering that this extremely short range allowed the optimum use of grenades. They cleared the ridge.

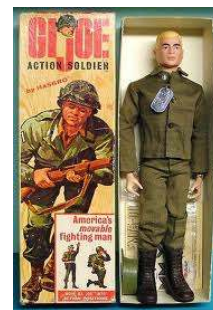
And that's where the unstoppable wave of Japanese conquest finally crested, broke, and began to recede. On an unnamed jungle ridge on an insignificant island no one had ever heard of, called Guadalcanal.

But who remembers, today, how close-run a thing it was -- the ridge held by a single Marine, in the autumn of 1942? When the

Hasbro Toy Co. telephoned some years back, asking permission to put the retired Colonel's face on some kid's doll, Mitchell Paige thought they must be joking.

But they weren't. That's his face on the little Marine they call "G.I. Joe."

And you probably thought that was an ARMY Doll....!!!



## An AARP Alternative

The Senior Citizens League (TSCL) is a true grassroots organization. Almost one hundred percent of their revenue comes from individual donations, and they do not sell any products to their members. They even refuse outside advertising in their materials. The organization's sole focus is on education and protection of the Social Security and Medicare benefits senior citizens have earned and paid for.

<http://www.seniorsleague.org/>

## Another AARP Alternative

The American Seniors Association (ASA) is known as *the conservative alternative to the AARP*. The American Seniors Association works to fulfill its mission to provide seniors with the choices, information, and services they need to live healthier, wealthier lives.

The ASA offers both a different perspective and member services similar to AARP. They can be contacted at: <http://www.americanseniors.org/index.php/home>

## The Volunteers

One dark night outside a small town, a first started inside the local chemical plant. Before long it exploded into flames and an alarm went out to the fire departments for miles around.

After fighting the fire for over an hour, the chemical company president approached the fire chief and said, "All of our secret formulas are in the vault in the center of the plant. They must be saved! I will give \$50,000 to the engine company that brings them out safely!"

As soon as the chief heard this, he ordered the firemen to strengthen their attack on the blaze. After two more hours of attacking the fire, the president of the company offered \$100,000 to the engine company that could bring out the company's secret files.

From the distance a long siren was heard and another fire truck came into sight. It was a local volunteer fire company composed entirely of men over 65. To everyone's amazement the little fire engine raced

through the Chemical plant gates and drove straight into the middle of the inferno. In the distance the other firemen watched as the old timers hopped off of their rig and began to fight the fire with an effort they had never seen before.

After an hour of intense fighting the volunteer company had extinguished the fire and saved the secret formulas.

Joyous, the chemical company president announced that he would double the reward to \$200,000 and walked over to personally thank each of the volunteers. After thanking each of the old men individually, the president asked the group what they intended to do with the reward money.

The fire truck driver looked him right in the eye and said, "The first thing we're going to do is fix the dang brakes on that truck!"

*Submitted by Shipmate Ron Brown from Backdraft Magazine*

*Wasn't that the way it was before ReadImp and the PEB?*



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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:

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 15709 N Sycamore St  
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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](mailto:michael.d.robertson@comcast.net)  
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