



## THE IRONMAN—A DOUBLE ENDER'S NEWSLETTER

### Membership Scorebox

Active	129
Lifetime	46
Current Paid	31
Need to renew	52
Deceased since last reunion	5
Snail Mail Addresses Only	240
Email Address	497
Total Shipmates	4,252

### Dues Notice!

If you have paid your annual dues or a life member. Thank you.

If you are not a life member and haven't paid your dues. You should renew your annual dues. To reach the greatest number of shipmates, we will publish the complete Association newsletter to any valid email or snail mail address. Your dues payments make this possible.

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### USS Reeves Legend Series

Lieutenant Commander Michael Robertson USN (Ret)

By Gerry Hines Reeves Association VP



This article is the latest in our new legends series. The legend series is designed to honor and celebrate the sailors that are the backbone of the USS Reeves. We easily concluded that our next candidate should be none other than Michael Robertson, without whom our association might not even be in existence. Michael and his wife Lorri carried the weight of the association on their shoulders from Washington, DC onward to San Antonio when Mike's health stopped their participation. Michael and Lorri reside in Mead Washington.

Michael was born in San Francisco in 1944. He joined the Navy in 1963. Being from California you would expect that he would have gone to boot camp in San Diego. There was an outbreak of spinal meningitis in San Diego that year and all recruits were being sent to Great Lakes. The Navy reactivated some old Korean War era barracks to house the influx. Not exactly luxury accommodation. I was also there at that time in FTA school living in some

of those barracks. The wind blew right through them, you would wake up with snow on your blankets. Completing boot training he stayed on at Great Lakes for Radar Tech School.

After completing radar school, he was assigned to USS Renshaw DD-499



which was home ported at Pearl Harbor. Renshaw had quite a storied history. Built in 1942 and entering the Pacific Theater in 1943, she took part in many battles in both WWII and later in the Korean War. She was also a recovery vessel taking part in our space program. On board from May

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## The President's Page



Greetings to the USS Reeves Association Family,

Let me start off by congratulating Michael Robertson on being our

Reeves Legend Series featured Shipmate. I can think of no one who has done more to ensure the success of the USS Reeves Association. He picked us up out of the ashes when he arranged our Washington DC reunion in 2008. It was at that reunion that we discovered that there was really no structured organization resulting from the initial reunion in 2006. The small group that met in DC were surprised to see that the Reeves Association would not exist past that weekend unless some serious effort went into reviving the hollow shell. We all weighed the options and decided to make the Reeves Association into a real and viable organization. Michael was the impetus behind the revival effort, and he took on every role there was to fill to get us there. I stepped up to be the President, but in reality, it was only a title.

Michael truly was the Reeves Association, and as Gerry mentioned in the Legend Series Article, Michael was the driving force behind everything else. He would write

quarterly and remind me that my Prez Letter was over-due, so that I could be the face of the product. Reminiscent of the line from The Wizard of Oz.... "Pay no attention to that man behind the curtain", as Michael was always busy making the organization work, by doing all the work.

The amount of work behind that curtain became very obvious as Michael's health became a factor in his ability to continue at that pace. I give him tons of credit for transferring over all the files and programs that he spent years building. It was his baby, and he ran it just like a business. It was very difficult for Michael to know it had to change hands, and I was honored that he trusted us with it.

I believe we have done a fair job of keeping the association between the lines, but we all know we are amateurs compared to the pro who created it. We truly thank both Michael and Lorri for the organization you left us, and we'll continue to try to keep alive the Association for which you worked hard to be successful. We are forever in your debt, and we'll try to keep things moving in the right direction.

To that end, we have had two very successful reunions since the hand

-off, in Providence and Colorado Springs, with our third in Dayton coming at us rather quickly. We owe a lot of success due to the effort of several shipmates that were there at that meeting in DC in 2008. Kurt Stuvengen has certainly done a great job in making the Ships Store very successful and is involved in every decision we make. Gerry Hines, our illustrious VP, has stepped up in a huge way to take on more tasks. He has been right on time with researching and writing the newsletter Memorial articles as well as the new Legends Series. Gerry also did the initial site visit for the Doubletree Hotel in Miamisburg and actually signed the contract.

Another 2008 DC shipmate that has made a difference is Jeff Wofford, who's first mission was to design and procure our challenge coins. He recently notified us that the much talked about USS Reeves Lapel Pins are now in production and will be ready by the reunion. Last, but not least, we also owe a lot of thanks to Bob Van Der Kamp for taking over the editor duties of the Ironman Newsletter. He has shown great tolerance when I send him a ton of newsletter stuff all at once, and he dives right in to get it assembled and mailed out quickly. These are

*(Continued on page 4)*

### This newsletter is published by:

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

## Life Memberships

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

The schedule is simple:

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

We already have 46 life members.

## Lieutenant Commander Michael Robertson USN (Ret)

*(Continued from page 1)*

64 – June 67 Michael was promoted to Radarman 2<sup>nd</sup>. The ship took part in exercises off the Vietnam coast, including “Operation Market time” intercepting Vietnamese boats from the north and capturing munitions. Other duties included plane guard for the carriers and SAR station rescues. Interestingly it was a Renshaw ship’s reunion that got Michael interested in reunions leading to his involvement with the Reeves Association.

Reenlisting for orders in 1967 he was transferred to the USS Forrest Sherman DD-931 in Newport, RI. The Forrest Sherman was getting ready for a major yard overhaul and was cutting back on crew numbers. Michael was senior radarman on board as a second class and also ended up as Master-At-Arms.

At this point he decided on more education and life as an officer. He entered a program which provided prep school in Bainbridge and then went on to college ROTC. He entered college at the University of Oklahoma in 1968 and graduated in 1972. Following a short course at Point Loma on the UA4 CIC console, he reported aboard the USS Reeves DLG-24 in San Francisco as a brand-new ensign. He was aboard from 1972 to 1975. First as assistant CIC officer, then CIC officer and finally as assistant Ops Boss. Reeves was in the South China Sea when the Vietnam peace treaty was signed in early 1973. The ship tracked on radar some of the first flights of our returning prisoners of war out of North Vietnam.

Reeves was relieved of duty and returned to Pearl Harbor where she participated in exercises in the

local area and was getting ready for a full overhaul in 1974. Most of 1974 was spent in the yards at Pearl. Robert served under both Captains Baggett and Fontaine.

More education was in store for 1975-1978. Post graduate school in Monterey, California and then Surface Warfare Division Officers Course in Newport, Rhode Island. Following these schools, he was sent to the pre-com crew for USS Moosbrugger DD-980. Moosbrugger was a Spruance class destroyer



with a lot of similarities to the Reeves. Only a few feet of difference in length and width between the two and a smaller crew by about 79 men. Lieutenant Commander Robertson went aboard as the Ops Boss. Home ported in Charleston, SC she had several shakedown cruises in the Caribbean around Gitmo and some of the islands south. On one of the stops at St. Thomas in the Virgin Islands the ship’s officers were invited to a party at the Navy League. The commander of the Navy League was from Moosehead Lake in Maine. He arranged for a set of moose antlers to be sent to the ship. During one of the yard periods in Pascagoula a mount was manufactured, and the antlers were installed on the front of the bridge. It became a challenge to other ships crews to try and steal them. A feat that was finally accomplished in a midnight cross decks raid by the USS Radford. Another anecdote Michael

remembered about being aboard “The Moose” was refueling alongside the Eisenhower. On disconnecting from the refueling Captain Giuffreda attempted the usual smart aleck hotshot speed peel off but Eisenhower was anticipating the move and put the pedal down leaving Moosbrugger in her wake. The moral of the story-- don’t try to drag race with a carrier.

During 1981-1982, Michael was assigned to DESRON 36 Commander Naval Surface Force as Staff Ops Boss. DESRON 36 was the at-sea component of the squadron and Michael was aboard several Spruance class ships plus the Eisenhower. He made one Med Cruise with them and a 3-month Great Lakes Cruise on board the USS William S Lawe DD-763 (Built in 1947, she made



an around the world cruise with the carrier Valley Forge in 1948, part of a goodwill tour). Lawe, along with USS Davis and USS Robert A Owens toured all the major US ports of the Great Lakes in what was primarily a recruiting mission. Over 190,000 people toured the 3 ships during what Michael describes as a three-month long party. The last year of his career was spent in Washington, DC at the Navy Annex working for the Chief of Naval Personnel (OP01) in personnel strength planning.

After retirement he worked for

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## Lieutenant Commander Michael Robertson USN (Ret) (cont)

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Raytheon for a while in a sales capacity. The job required about 90% travel, which was worse than being on the destroyers, so it didn't last long. From that he went into accounting for several smaller firms until retirement. During these years he also took on the task of rejuvenating the USS Reeves Association in 2008. He alone was responsible for setting up the USSReeves.net website, was the

sole publisher of the Ironman Navy and ends up with advanced degrees and a successful career. I had a couple of long conversations with him. He can no longer see very well and cannot walk but he can still tell some very good sea stories. All of us Reeves sailors can only say thank you Michael and Lori for your hard work and perseverance, for without the both of you..... there would be no Reeves Association.

As I wrap up this article it strikes me that Michael Robertson is one of many of the Navy's success stories. A young man with only a GED joins the

## The President's Page (cont)

(Continued from page 2)

the folks that it has taken to do what Michael did single-handedly. Fortunately, the show goes on.

We now set out on the million and one list of things that have to happen between now and October.

Mary and I will be headed out to celebrate our 30-year Anniversary in Ocho Rios Jamaica during the first ten days of August, so if we don't answer up, please understand.

Here's to the next "Best Reeves Reunion" you've ever been to!

Now we just need to make it happen. Hopefully, that involves fair winds and following seas.

Regards

//tom

Tom Bailey B-Div 84-87

## The New USS Reeves Lapel Pin

Here's a preview of the fancy new USS Reeves Association lapel pins. Our Shipmate, Jeff Wofford, made all the arrangements for the pins and is working with the manufacturer to get them produced. They are being made by the same guys who made our challenge coins, so we should expect the same high quality. They will be available in time for the 2023 reunion in Dayton and given to shipmates in attendance. They will be available for purchase after the reunion in the Ships Store. Life Member pins will be mailed out to all our Life Members, free of charge. Our thanks to Jeff for a job well done.



## Onward to Dayton

*The 2023 USS Reeves Ironman Reunion is sneaking right up on us. The dates are October 5<sup>th</sup> through 8<sup>th</sup> 2023, and we are quickly approaching the point of*

*no return on the 2023 Reunion. This is the last newsletter before the one-month deadline for booking rooms for the 2023 Reunion in Dayton / Miamisburg Ohio. Our contract guarantees that shipmates will be able to get the negotiated rate within 30 days of the event starting. September 5<sup>th</sup> is the deadline for making hotel reservations. Still, we have time to work with you if you are unsure of your plans. The important part is making the reservation with the hotel. In the event you miss the deadline for reservations, we will still be able to help. But please help you by making reservations now.*

Booking the hotel room is surprisingly easy. To make the reservation online, go to <https://group.doubletree.com/jzjc1k> and enter **URA** in the group rate box to get our negotiated rate. -Or- You can call the hotel at **(937) 436-2400 (phone option #3)** and ask to get the USS Reeves Association rates for October 5-8, 2023. There is no advance payment required to confirm your reservation. **The discount hotel room price actually expires 30 days before the reunion, so it's rather important to make those reservations well in advance.** There's no penalty for cancellation but making them too late could be costly. We have our normal agreement with the hotel for reunion pricing two days before and after our reunion times. **If you have**

**problems making your reservation with the hotel, please CALL ME at (719) 647-2872, and I'll deal with the hotel directly.**

On the subject of making reservations..... We received quite a few complaints about the reservation process right after we put out the contact information in the January Newsletter. I was in touch with the hotel a number of times to discuss the issues, and it did not seem to be getting better. We explained what we were hearing from our shipmates, combined with my own experiences when I spoke with the booking agents, and it wasn't good.

After several more conversations on the same subject, I had finally heard enough. I then resorted to one of those long-winded, hell-raising, one-sided conversations with the hotel General Manager. I believe in ten short minutes I was able to get my frustrations on the issues completely aired out while making it perfectly clear that we were ready to cancel our contract if improvements were not immediately made. When the manager was finally able to speak, it was obvious that my points were well made. I guess most businesses are not in the habit of getting an old-style Navy ass-chewing, but I believe that it was an effective tool, and it clearly got their attention. Don't worry.... I kept it clean!

The hotel had no idea what was going on until I sent them all the information that was sent to me

(from them) at the beginning of the process. They looked into it and discovered that we had been provided with the wrong information. The hotel manager then provided us with the correct website information and assured us that we would get this situation turned around. I posted the new information in the Spring edition of the newsletter, and the complaints seemed to be reduced almost immediately. We still didn't fully understand what took place, but now had the hotels attention to get it fixed.

Fast forward to June 19<sup>th</sup>, when Mary and I **just happened** to be in the Miamisburg, OH neighborhood while on an extended road trip, and decided that it would be a great idea to stop at the hotel for a chat. To say the least, the Doubletree Hotel Manager was surprised by our unannounced site visit to discuss our expectations for the reunion. They were very welcoming, while being cautiously apologetic about the problems we were seeing. They traced the root cause of the issues and explained what they were doing to fix it. They had already released the Event Manager who was responsible for the problem. Turns out we had been given the wrong information about where to make on-line reservations from the beginning, and that information led us to a third-party website that had no direct affiliation with the hotel other than booking rooms. They could make the reservations with Hilton alright, but anyone who

*(Continued on page 8)*

## Financials

### Income

Current Checking	\$10,359.06
Current Savings	6284.34

## New Life Members

Eddie Williams  
Jeff Brinkmeier  
Todd Larson  
Tom Bailey (believe it or not)

### **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.

## 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.

## U.S. Navy Ship Undergoes Repairs in Indian Shipyard

This month, the United States Navy salvage tug USNS *Salvor* arrived in the Kattupalli shipyard in the port of Tamil Nadu, India. It wasn't just another port-of-call visit for the auxiliary rescue ship – and instead, it is now



undergoing repairs at the facility. USNS *Salvor* is also the third vessel to receive maintenance work on the subcontinent. Last August, the U.S. Navy's USNS *Charles Drew*, a *Lewis and Clark*-class dry cargo ship, headed to the shipyard for repair work after the U.S. allotted a contract to Larsen & Toubro. Earlier this year, the facility also conducted maintenance on the USNS *Matthew Perry*, another dry cargo ship of the same class.

Under the terms of the deal, the Kattupalli Shipyard near Chennai has undertaken voyage repairs of the U.S. Navy's Military Sealift Command vessels. The facility is equipped with heavy ship-lift, multiple dry berths, and a wet berth. It is able to concurrently build new ships while undertaking the repairs and refits of existing vessels. The Indian conglomerate signed a follow-up agreement with the U.S. Navy this week, which marks another step in the growing relationship between the two key partner nations. The deal with L&T is valid for five years.

### **OUTSOURCING MAINTENANCE**

The United States Navy has continued to struggle with domestic ship repair capacity, while a new briefing slide that has been circulating online this week – and which has been confirmed as authentic by U.S. Navy

officials – offered a grim disparity between Chinese and U.S. capacity to build new naval vessels. According to data compiled by the Office of Naval Intelligence, Chinese shipbuilders have more than 200 times the capacity to produce surface warships and submarines. That has underscored longstanding concerns about the U.S. Navy's abilities to confront Beijing in a conflict – including how the service could sustain its current fleet.

The answer could lie in working with foreign shipyards to handle some of the maintenance. The Biden administration has already been considering a naval ship repair agreement with commercial yards in Japan, a close ally with a sophisticated shipbuilding industry. Though this would be a considerable shift for the U.S. Navy, it could signal a new level of integration with U.S. allies and partners. The idea could further expand to South Korea, Singapore, and the Philippines. These are key strategic partners in the region, and it would be in their respective interests as they are seeking to contain Chinese expansion in the South China Sea and beyond.

India is also seeking to expand its navy, and last summer launched its first domestically built aircraft carrier. While it still trails China in terms of fleet size, Indian shipbuilding has been seen as a missed opportunity for a nation that seeks to be increasingly self-reliant. As part of the new Make in India initiative, the shipbuilding industry could see a resurgence – and New Delhi has been quick to tout the fact that shipbuilding had flourished under the Chola Kingdom in the ancient era until it declined at the end of the 19th century.

### **NAVAL**

## Ship's Store

<p><b>Photo #1 1967 11" x 17" \$10 + s/h</b></p> 	<p><b>Embroidered Golf Shirt \$20 + s/h 2X and 3X add \$2.00</b></p> 	<p><b>Reeves HD Vinyl Banner, 30"x48" \$30. Each + \$14. s/h</b></p> 
<p><b>Photo#2 1972 11" x 17" \$10 + s/h</b></p> 	<p><b>Embroidered T-Shirt \$15 + s/h 2X and 3X add \$2.00</b></p> 	<p><b>Reeves 2" custom acrylic coated Challenge Coins \$14. ea +\$3.50 s/h for 1st coin &amp; \$.100 ea for extras. Limit 3 coins</b></p> 
<p><b>Photo#3 1986 11" x 17" \$10 + s/h</b></p> 	<p><b>DLG or CG Ball Caps \$12 + s/h</b></p> 	<p><b>Pens and 2 1/2" DLG or CG Vinyl Stickers *</b></p> 

### USS Reeves Association Ship's Store Order Form

Item	Description / Size	Qty	Price	Shipping Handling	Total
<b>Photos</b>	Specify Photo# 1, 2, or 3			\$2.00 each	
<b>Ball Cap</b>	Specify DLG or CG			\$5.00 each	
<b>Vinyl Banners</b>				\$14.00 each	
<b>Challenge Coins</b>	Limit of three			\$3.50 /1 .00 for addl	
<b>Golf Shirt</b>	Sizes run large			\$6.00 each	
<b>T-Shirt</b>	Sizes run large			\$6.00 each	
<b>Ball point pens</b>				\$1.00 each	
<b>Vinyl Stickers</b>	*Specify DLG or CG			\$1.00 each	
				<b>Total</b>	

\*Pens and stickers are available only with other items purchased

Shipping is via USPS Priority.

**Checks Only**, please make payable to:

Kurt Stuvengen

410 E. Spring St

Orfordville, WI 53576

Cell: (608) 921-5586

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City / State / Zip: \_\_\_\_\_

Phone#: \_\_\_\_\_ E-Mail: \_\_\_\_\_

## Onward to Dayton

(Continued from page 5)

made their reservations through that website got jerked around and their information does not appear on our list of names, nor is it considered towards our room count. The Hotel Manager we spoke with explained that she had called that site and was also lied to about room availability and pricing. So, they know that our problem description was genuine and promised to get it solved. I now have the Managers promise and personal cell phone number to resolve problems.

What I need from **those shipmates that used the initial website** in the January issue of the Ironman Newsletter to get reservations, is for **you to call me** so we can get this straightened out. It turns out that if you did book with the third-party site that you actually have reservations, but those reservations do not count towards our contact. Here's the way it works; we (The Reeves Association) entered into a contract with the hotel to get reduced rates, free breakfasts, free hospitality rooms, free banquet hall, and all that other stuff we depend on for certain dates. The hotel was compelled to give us all those things in trade for us filling so many rooms. The room data we provided was based on our last five reunions, where we normally had 40+ rooms for four days. That's why the hotel likes us. Our part of the game is that we have to fill so many rooms by the September 5<sup>th</sup> date to get all the perks we bargained for.

Otherwise, we could end up owing the hotel for the room payments for rooms that were not filled. That is why it is **IMPORTANT for all of our guests to book directly with the hotel**. Even if you are burning up some Hilton Honors Points or credit card miles to offset room costs, it is still important that we get credit for your stay.... even if the Honors Programs pays the bill. That's also the reason why we encourage our shipmates not to save a few bucks by staying in a cheaper hotel in the area. Please stay with us and help make this work. If there is any question about how or where your hotel reservation is booked, please call me (719) 647-2872.

I try to keep up by getting the current list of reservations from the hotel. I also have all the registration forms that we have received. I'll be calling all the shipmates that we have registered with us but do not appear on the hotel guest roster to determine where we stand. We'll work our way through this mess that was not of our making, but we will fix it. The Hotel Manager is fully on-board and is probably not interested in having another one of my "I'm not happy" conversations.

So, other than all that, we were quite impressed with our tour of the hotel. The rooms are all suites that have nice sitting areas in addition to the bedroom. They are comfortable, clean, and up to date. Each has a

small refrigerator and microwave. We have been assured that we can get our walking restricted guests very close to elevators to limit some of the long hikes we saw in Colorado. The hospitality and banquet rooms are just the right size and well located. We will also have our own breakfast room and an additional meeting room for smaller gatherings. Bottom line, this place is going to work for us.

We are also on our game to get all the other things sorted out. We're still trying to get our numbers together to rent a bus for our trip to the USAF Museum. We are also currently negotiating with the Wright-Patterson AFB for lunch accommodations at the base O'Club. There are still a lot of security restrictions in place, so we'll see how it goes.

The preparation list seems to go on forever. Hotel issues, event insurance, bus transportation, guest speakers, and a whole lot of shopping has to happen during the next six weeks. In addition, we are still waiting on the number of participants to determine the purchase of all the other things that mark the occasion, like Reunion Ballcaps, Reeves Golf Shirts, and all the other reunion bling that we like to give away. We are also looking into separate venues that could be great destinations for Friday or Monday road-trips. The search is also on for another guest speaker for our banquet and the possibility of an honor guard such as we had in

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## *Onward to Dayton (cont)*

the Springs.

### On to Fun Things

The real logic behind our 2023 reunion being based in Dayton is the opportunity for us to visit The National Museum of the U.S. Air Force. This is easily one of the biggest and best museums that you'll ever get an opportunity to see. It's located at the Wright-Patterson Air Force Base, which is a short drive from our hotel. 2023 marks a special anniversary for the museum, as it turns 100 this year. Since 1923 the museum has grown from a small engineering study collection to the world's largest military aviation museum and is a world-renowned center for air and space power technology and culture preservation. The museum is home to countless one-of-a-kind objects. The museum's once small engine collection now includes more than 350 aerospace vehicles and missiles, thousands of artifacts, and spans 20 indoor acres with additional outdoor Air and Memorial Parks that continue to grow every year.

The museum seemed endless, and then there was yet another room full of truly historic aircraft and exhibits. We believe that everyone will be amazed at the Museum when we take our group trip on Saturday October 7<sup>th</sup>, and we're quite sure you'll be able to roam around freely and catch up on what strikes you. We are planning lunch at the Museum and are still trying

to get us to the Wright-Patterson AFB Officers Club for lunch. They have our request, but no word back as yet. We are also trying to get access to the base R&D shops for small group tours on Friday. The bases are still weird about civilian access, so we're hoping to get behind the fence to see some other stuff. The 100<sup>th</sup> birthday celebrations include a variety of special events, exhibits and special tours. The museum is also very easy to get around and is very well equipped for handicapped access.

We hope you take advantage of the opportunity to see the sights in Dayton. There are more than a few things to do, and plenty of folks who are willing to share rides and company to get everyone out and about. There are plenty of restaurants in the area of the hotel, so you won't have to go far.

The other per person cost for attending the reunion is the participation costs for our reunion stay. The rooms, as usual, are the responsibility of each attendee. Part of the reunion registration process that always seems to cause reunion confusion for our first-time reunion attendees is the Reunion Participation Fee that we, the Reeves Association, charges each attendee to be a part of the reunion.

The participant costs are those which each attendee pays to the association, and are in addition to the room fees paid to

the hotel. The participant fees cover all the other stuff that the Reeves Association provides to make the reunion worthwhile. They cover all the incidental costs that make the reunions work, and include event insurance, the Friday night reception, the cost of your banquet meals, event ballcaps, reunion bags, door prizes, genuine Reeves giveaway bling, and most importantly.... keeping the hospitality room stocked with all your favorite snacks and adult beverages for the whole reunion. We always try to keep that cost as low as possible, but it normally ends up being about the same as the cost for one room night. **If you plan to attend, please fill out the attached reunion form and send us a check.** If you are not going to be there for the entire reunion, we pro-rate the participant fees so you pay for only those days you'll attend.

## USS REEVES (DLG/CG-24) ASSOCIATION REUNION 2023 REGISTRATION FORM October 5-8, 2023

Make hotel reservations with the **DoubleTree Suites by Hilton Hotel Dayton/Miamisburg Ohio, 300 Prestige Place, Miamisburg Ohio, 45342** OR call (937) 436-2400 and select phone option #3 to get the hotel reservation desk, or make direct reservations at: <https://group.doubletree.com/jzjc1k> and use the group code **URA**. Please tell them you are part of the “USS Reeves Association Reunion” to ensure proper credit to our Association and to receive our negotiated group rate (\$119.00 per night).

### Reunion Schedule

Thursday, October 5 <sup>th</sup>	
10:00 to 1500	Set-up at the Navigator / Ohio Hospitality Suite (visitors and helpers welcome)
1500	Hotel registration. Reunion check-in at the Navigator / Ohio Hospitality Room
1500 to Close	Hospitality Suite OPEN for business. (Snacks, adult beverages and some sea-stories)
Friday, October 6 <sup>th</sup>	
0900 to 1800	Hospitality Suite OPEN for business. (Snacks, adult beverages and more sea-stories)
1800 to 2000	Welcome Reception in Hospitality Room with open bar and Pizza Party
2000 to Close	Hospitality Suite OPEN for business. (Snacks, adult beverages and advanced sea-stories)
Saturday, October 7 <sup>th</sup>	
0930 to 1700	Group outing to The US Air Force National Museum at the Wright Patterson Air Force Base in Dayton, OH. Tour includes a bus ride from the hotel to the Air Force Museum. of adult admission is FREE and return to hotel. Lunch will be at the Wright Patterson Air Force Base Officers Club. <b><i>Our tour fee, which includes bus transportation, is \$ 20.00.</i></b>
1700 to Close	Hospitality Suite OPEN for business. (Adult beverages and more advanced sea-stories)
Sunday, October 8 <sup>th</sup>	
0900 to 1300	Hospitality Suite OPEN for business. (Adult beverages and updated sea-stories)
1200 to 1500	Reeves Ladies-only Event, Similar to the “Paining with a Twist” event in the Springs
1300 to 1530	Reeves Association Bi-Annual Business Meeting – Hospitality Room
1730 to 1900	Doubletree Banquet Room B / Cash-bar happy hour: Group/Individual Photos
1900 to 2200	Doubletree Banquet room B / Reunion Banquet (please bring dinner choice cards)
2200 to Close	Hospitality Suite OPEN for business. (Adult beverages and highly advanced sea-stories)
Monday, October 9 <sup>th</sup>	
0800 to Noon	Hotel checkout & departure (helpers are appreciated)

### Sunday's Banquet Menu Choices

Dinner starts with Hors D' Oeuvres: Fresh Fruit, Cheese and Vegetable Trays, Hibachi Beef Skewers, and Jumbo Gulf Shrimp with cocktail sauce. Entrees include:

- ⇒ Beef Roulade with Steamed Redskin Potatoes, Green Beans Almondine, and Glazed Baby Carrots.
- ⇒ Chicken Marsala with Steamed Redskin Potatoes, Green Beans Almondine, and Glazed Baby Carrots
- ⇒ Vegetarian Entree

Dinners include Tossed green salad served with choice of dressings, Fresh baked rolls, and butter. Fresh brewed regular or decaf coffee, hot water, herbal Tea, Iced Tea, and soda. A desert will be served with dinner

**Please complete and return not later than 9/1/2023 or sooner.**

# USS REEVES (DLG/CG-24) ASSOCIATION REUNION 2023 REGISTRATION FORM October 5-8, 2023

## Reunion Registration

Name \_\_\_\_\_ Phone # \_\_\_\_\_

Complete Address \_\_\_\_\_

Email address \_\_\_\_\_

Guest's Full Name \_\_\_\_\_

Years served on board: 19 \_\_\_\_\_ to 19 \_\_\_\_\_, Division: \_\_\_\_\_ Rank/Rate onboard \_\_\_\_\_

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

I would like to order the following meal(s) for the banquet – one per member and one per guest

# \_\_\_\_\_ Beef Roulade      # \_\_\_\_\_ Chicken Marsala      # \_\_\_\_\_ Vegetarian Entrée

**NOTE: There is a single, all inclusive, fee of \$110 per person for the reunion. These fees cover the incidental costs associated with putting on the reunion, to include; event insurance, the Friday night reception, the cost for your banquet meals, event ballcaps, reunion bling, door prizes, and most importantly.... keeping the hospitality room stocked with all your favorite snacks and adult beverages. Tours are not included in this fee.**

**Reeves Association Shirts** – This is a handsome, high quality, Navy Blue polo shirt with the USS Reeves Association logo embroidered on the left chest. Sizes available: S, M, L, XL, XXL and XXXL. The price for shirts is \$20 (add \$2 for sizes XXL and XXXL). \_\_\_\_ Yes, I would like a shirt(s). Qty: \_\_\_\_ S, \_\_\_\_ M, \_\_\_\_ L, \_\_\_\_ XL, \_\_\_\_ XXL, \_\_\_\_ XXX

**US Air Force National Museum Tour**. Museum Tour is FREE, \$20.00 fee is for bus transportation, and does not include lunch. \_\_\_\_ Yes, I/we will participate. Number participating: \_\_\_\_ x \$20 each

TOTAL attending reunion fee is \$110 per person = \$ \_\_\_\_\_

TOTAL attending Air Force Museum Tour / Transport x \$20 each = \$ \_\_\_\_\_

TOTAL for Sunday Ladies Event: YES \_\_\_\_\_ NO \_\_\_\_\_ - interested only at this time, is not a commitment

TOTAL for Shirts x \$20 (or \$22.00 for XXL and XXXL sizes) = \$ \_\_\_\_\_

DUES - Renew your 2022/23 Association Dues at this time: \$ 20 per year. Enclosed for Dues \$ \_\_\_\_\_

TOTAL Enclosed for Reunion, Tour, Shirts, and Dues = \$ \_\_\_\_\_

*Please complete and return no later than 9/1/2023 (sooner if at all possible!); make check payable to:*

**USS REEVES ASSOCIATION**  
Mail to:  
Thomas Bailey, Reunion Planner  
1154 S Greenway Ave, Pueblo West, CO. 81007-1745  
(719) 647-2872

Please complete and return not later than 9/1/2023 or sooner.

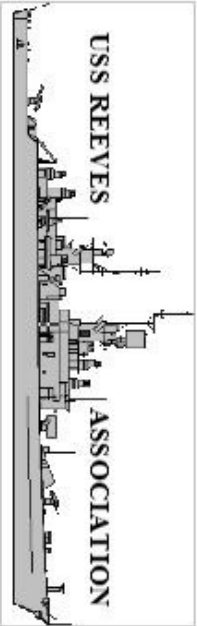


USS Reeves Association  
1154 S Greenway Ave  
Pueblo West, CO 81007-1745  
<http://www.ussreeves.net>



ADDRESS SERVICE REQUESTED

First Class Postage



Membership Application

Name

StreetAddress 1

StreetAddress 2

City/State/Zip

Home Phone

Cell Phone

Email Address

I served on the USS REEVES (DLG-24/CG-24) as a \_\_\_\_\_ (rate/rank) from 19 \_\_\_\_ to 19 \_\_\_\_.

Membership in the Association includes the right to vote and hold elective office. It also includes receiving a newsletter, email updates and further privileges as to be determined by the Board of Directors.

Dues Per Year: \$20.00

I also wish to support the goals of the Association which is the building of a membership that will increase interest in bi-annual reunions, as well as the establishment of a newsletter and other means of communicating our activities with all Reeves shipmates. I am making an additional donation of \$ \_\_\_\_\_.

I enclose my check or money order in the amount of \$ \_\_\_\_\_.  
I am interested in helping the Association grow and become successful. I wish to serve on a committee, provide other assistance or have an interest as follows:

Mail application to:

USS REEVES (DLG24/CG-24) ASSOCIATION  
Tom Bailey, President  
1154 S Greenway Ave  
Pueblo West, CO 81007-1745