



THE IRONMAN—A DOUBLE ENDER’S NEWSLETTER

Membership Scorebox	
Current	56
Past Due	80
Snail Mail Ad- dresses Only	90
Email Address	420
Total Shipmates	1,076
Dues Notice!	
Please be sure to check your mailing label or email notation.	
If it doesn't say <u>Current</u> 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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USS Reeves' first SAR Mission in 1966

The ship was barely two years old., had gone through pre-commissioning, commission and shakedown period. The interior spaces stilled smelt like gallons and gallons of fresh lube oil. The haze, deck and machinery grey paints were barely chipped. There had been a post shakedown availability to fix the stuff that didn't work right, and upgrades to machinery and equipment that hadn't been included in the original construction contact at Bremerton.

Getting ready to deploy, there were fleet exercises, the inevitable REFTRA and command inspection. Then the ship was finally deployed to WESTPAC. Yes, there was a stop in Hawaii. But then on to Yoko and then finally into the Gulf of Tonkin for the first operational assignment. It was a new and pretty green crew that arrived on station June 1966 and heard the first Mayday.

Our shipmate, Robert Dudley, ETN2 66-68, provides us with more information...

Commander Wynn F. Foster, the Saint's commanding officer, was personally hit by antiaircraft fire over Vinh, North Vietnam; Commander Foster suffered the loss of his right arm. Using only his left hand, Commander Foster piloted his crippled Skyhawk to sea and ejected, where personnel of the USS Reeves (DLG-24) rescued him. Commander Foster was awarded the Silver Star for his actions.

Later, in Oct 1966, a fire broke out on the USS Oriskany (CV/CVA-34). Commander Foster, who witnessed the fires, wrote two books:

*Captain Wynn F. Foster, USN (ret.) is the author of **Captain Hook: A Pilot's Tragedy and Triumph in the Vietnam War** and **Fire on the Hangar Deck: Ordeal of the Oriskany.***

*According to the book description of **Fire on the Hangar Deck: Ordeal of the Oriskany**, "Ever since man first ventured to sea, fire has been his worst enemy. No less so on the modern aircraft carrier where high explosives, volatile fuels, and flaming engines are often mixed with sailors working long hours under arduous conditions. In 1966, this hazardous situation led to a catastrophe costing the lives of 44 men, injuring hundreds more, and doing millions of dollars of damage.*

After the fire, someone on the Reeves received a news clipping titled "His Luck Ran Out, But Did it?". It was an article about the Commander and his wing man.

During the fire, the wingman lost his life. If Commander Foster had not lost his arm, he would have died in the fire also.

NOTE: Commander Foster fought to remain on active duty and was restored to duty. He eventually attained the rank of Captain. His call sign was

"Captain Hook".



The President's Page



Greetings to the USS Reeves Association Family.

Here we are at the start of October, in what has so far been a year of spectacular happenings. Throughout the year we've seen more than our share of devastating TORNADOS in the south and mid-west, enormous floods in the western states, and a few Hurricanes that found their way up the east coast. We even had the rare occurrence of an earthquake in the east. Still with all of that, I don't believe there was anything more unbelievable than the powerful Tsunami that ravaged coastal Japan. Follow all that up with images and reminders of the 9/11 anniversary, and it has already been quite a memorable year. I can only hope that our extended family fared well in the storms, and that our old home-ports and adopted home country return from their near-fatal incursion from the sea.

All those events and happen-

ings of 2011 are a tough act to follow, but I have actually been waiting until this particular news letter to get us back on track as an organization. Last year we elected not to have a Reeves Association reunion in 2011. We had accomplished our earlier goal of hosting reunions across the country, with successful reunions in Washington DC, San Diego, and Chicago. The whole east, west center plan seemed to have worked, but we noticed that the reunions, while being great fun, were getting less support from our members. Our numbers were dropping off as we went along.

So for a variety of pretty good reasons, we decided that skipping this year's reunion may actually be the best way to recharge interest in our association, and hopefully create a better path to get more of our shipmates interested in some future dates. We decided this was our best possible course, and the October 2011 reunion went away.

So it is with great interest that I am happy to return to the important task that we, as an organi-

zation, are here to do..... and that would be getting Reeves shipmates assembled together in one place to celebrate our brotherhood. With the next reunion now officially within striking distance, I am excited about the prospect of getting the most important component of the 2012 Reeves Association off the ground. As you read through the rest of the Ironman Newsletter, you'll notice that the dates, times, places, and options for the 2012 reunion are all ready in place. Our most esteemed event planners, Mike and Lorri Robertson, have been very busy getting all the pieces in place for our reunion in Charleston, SC. The needs of our members were paramount in the selection process, and they have once again found us the best deal going for hotel rooms, transportation, meals, activity rooms, and tours. Except for a few strings, the planning process is fully complete. We're going to Charleston!

The part that has yet to be de-

(Continued at Message on page 4)

An Irish Ghost Story...

This story happened a while ago in Dublin, and even though it sounds like an Alfred Hitchcock tale it's true (or so I'm told).

John Bradford, a Dublin University student, was on the side of the road hitchhiking on a very dark night and in the midst of a big storm.

The night was rolling on and no car went by. The storm was so strong he could hardly see a few feet ahead of him.

Suddenly, he saw a car slowly coming towards him and stopped. John, desperate for shelter and without

thinking about it, got into the car and closed the door.... only to realize there was nobody behind the wheel and the engine wasn't on. The car started moving slowly. John looked at the road ahead and saw a curve approaching. Scared, he started to pray, begging for his life. Then, just before the car hit the curve, a hand appeared out of nowhere through the window, and turned the wheel. John, paralysed with terror, watched as the hand came through the window, but never touched or harmed him.

Shortly thereafter, John saw the lights of a pub appear down the road, so, gathering strength; he jumped out

of the car and ran to it. Wet and out of breath, he rushed inside and started telling everybody about the horrible experience he had just had.

A silence enveloped the pub when everybody realized he was crying... and wasn't drunk.

Suddenly, the door opened, and two other people walked in from the dark and stormy night. They, like John, were also soaked and out of breath. Looking around, and seeing John Bradford sobbing at the bar, one said to the other....

Look Paddy....there's that idiot that got in the car while we were pushing it!!!!'

Mail/eMail/Decklog From Our Shipmates —

Michael,

Thank you for including my letter of a couple of incidents about my time aboard Reeves (1966 - 1967).

Hope you are enjoying your well deserved vacation in Spokane. Upon your return from vacation, and time permitting, I would appreciate it if one of your staff could look at the awards, ribbons and citations earned by Reeves while being the "**Squad Dog**" of **DESRON 9** from about June 1966 to September 1967 in the Vietnam Conflict. In October 1993, we lost our home in a Southern California fire storm. All of my Navy documents, including a listing of my awards, ribbons and citations earned during my Naval Career (March 1955 to Dec 1974). Now that I'm getting on in years, my Family is now pushing me to replace my awards, ribbons and citations. I would appreciate any assistance you can provide.

Thank you.

Otis L. Spencer

Ed. At the 2009 reunion, I was designated Ship's Historian (yeah, get the retired guy!) Unfortunately, digging up the ship's history is tough. All of the command histories that were submitted to Naval History and Heritage Command are nearly impossible to

Charleston
where history lives



retrieve, unless one is "official" or "governmental". We're still trying to get the complete, official ship's history from the Navy. Help from anyone in the D.C. area would be appreciated.

Dear Michael,

I'm sending in my membership application by snail mail, but wanted to amplify the letter by Doc Spencer in the last newsletter.

When the ship closed the beach to shorten the distance the helo would have to fly, I was also on deck, observing the operation.

As a Midshipman, I had no official duties until the CO stationed General Quarters, but I distinctly remember the fire directed at us from the beach. I always thought it was AAA from a battery on shore, but it may well have been just small arms fire.

My battle station was mount 31, but we didn't fire back. I do remember that when the incoming fire was first observed, the 1MC crackled and the word was passed, "Get all the tourists below!" This was followed a minute later by the General Alarm. By the time we all got to Battle Stations, the helo was back and we were headed away from the beach at flank speed.

Hope this satisfies Doc's need for confirmation!

Conrad Plyler
CAPT, USN (Ret.)
Manchester, WA

From the Decklog:

The Reeves reunion hats are great conversation starters with other vets. Went to an Amish Market and a Blue Grass Festival over the weekend and had conversations with a SeaBee, a

crew member off an Oiler and a retired Army vet. Come on down to Charleston next year and get one of these hats and get to know some of your old shipmates and others that have been there and done that.

Gerry Hines

This was my first ship in 1987 - 1989 and was the best ship I ever served. Thank you for the great memories.

Angel Rivera, ITC (SW)

First and favorite ship! Never been with a better crew!

Jason Tauzer, ETCS (SW)

My first ship and my favorite. Only spent a short time onboard and took her on her last deployment to the Persian Gulf.

Craig Bernard, GMMSN Feb-Nov '93
CM Div.

I read the ship's operational history but never did it mention the ports that the REEVES visited during my tour of duty aboard her. ports such as Sri-Lanka, Karachi Pakistan, Mauritius, and Kenya. I wondered why.

Reynaldo Y Saavedra

Served aboard the Reeves in 1970 as a scuba diver and ship's librarian.

Robert Valline

Onboard Reeves 74-75 including the I/O Cruise. Probably the best ship I served on in my 20 years and one of the greatest A/S divisions I ever had the pleasure of serving. Thanks for those memories.

Jerry Maske

President's Message (continued from page 2)

cided is, of course, the most important factor in the entire process. And that is whether we, as Reeves Family, are going to support this reunion. The success for this hard work and planning now lies solely with us, and our ability to support the process.

We have the next six months to ensure the success of the 2012 reunion. I know you've heard a lot of this before, but here's the

scoop:

Decide to attend the 2012 reunion.

Get the dates on your calendar
Speak to our wives, girlfriends, and/or significant others (pick one) and get them on board for Charleston.

Call an old shipmate(s) and get them interested in meeting you there.

Look around for cheap flights.

Incorporate the date into your 2012 east coast tour.

Look forward to spending time with a small crowd of nice people.

That's all from my end of the planet.

Here's wishing you Fair Winds and Following Seas

Tom

Good Lord, What's Next?

The U.S. Army has released a cologne named for the World War II hero Gen. George S. Patton. The scent, dubbed simply "Patton," is the Army's licensed, official fragrance. The cologne was not initiated by anyone in the Patton family, but they took the news with good humor. Daughter-in-law Joanne Patton said, "It was a surprise to me. We'll wait to see how and why," she said, chuckling. "... I was surprised that a perfume for General Patton wouldn't be smelling like diesel fuel." Gen. Patton, who died in 1945, owned what is now Green Meadows Farm in Hamilton. His son, also a general named George, lived there until his death in 2004, and his widow, Joanne, still lives on the Asbury Street property.

Patton cologne is made by California-based Parfumologie. A portion of proceeds from sales of Patton, and the scents Parfumologie has created for each branch of the armed forces (Riptide for the Coast Guard, Devil Dogs for the Marines and Stealth for the Air Force), are donated to the Veterans Administration. The line of colognes was first released in 2009, but made news in AUG after the Patton cologne was mentioned on the Military Times news website. Patton is advertised as a woody blend of lavender, citrus, coconut, cedar, sage, tonka bean, bergamot and lime.

[Source: The Salem News Bethany Bray article 10 Aug 2011 ++]

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.

Charleston 2012—Our Next Reunion!



We're far ahead of the game in planning for the USS Reeves Association 2012 Reunion. The contract has been signed and the block of rooms have been reserved at the Radisson Charleston Airport, the site of our 2012 gathering. This is the same site that the USS Iowa (BB-61) selected for their 2011 reunion. Our reunion is set for the dates of October 4th - 7th, 2012.

Make your reservations at **(843) 744-2501** and cite the USS Reeves Association to make sure that you get the block rate of \$94 and help build our participation numbers! Every reservation supports our hospitality room.

This newsletter is published by:

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

Welcome to Charleston and the East Coast—Our Next Reunion

Yes, we're going to Charleston for the 2012 reunion. There were some votes for Jacksonville or Orlando, but Charleston was the definite favorite.

Back in the day, Charleston had a large Naval Base before BRAC shut it down. Now, the CSS Hunley is the only naval vessel berthed at the former Naval Base in a really, really big fish tank.

Charleston survived the shutdown and still has a tremendous amount to offer. It has been rated as the second most popular destination spot in the U.S., edged out by San Francisco by less than one percentage point.

For the Navy side, there is the Patriots Point Naval and Maritime Museum. Tour the USS Yorktown,



USS Yorktown at Charleston's Patriots Point Naval and Maritime Museum

USS Clamagore, Medal of Honor Museum, Cold War Submarine Memorial and the only Vietnam Support Base Camp in the U.S. Its history you can touch.

History buffs have access to Fort Sumter, Magnolia and Boone Hall plantations, Middleton Place and Drayton Hall, just to mention a few of very many.

Our hotel is very near the airport, so shuttle service will be available. If there is a large enough registration for tours, there will be tours arranged for Friday, Saturday and Sunday.

There are some dinner cruises available — can be set up if there's enough interest.



Middleton Place on the Ashley River, Charleston

Our hotel rate at the Radisson Charleston Airport is locked in at \$94 per day, and has many amenities included.

Having been personally stationed in Charleston in the late 70's and early 80's, this is a new and revitalized town. First of all, look at the Cooper River Bridge photo below...it's not the same bridge from the forecandle or bridge of a destroyer back when—before BRAC.

If you are a Civil War history buff, this is the place to visit. Ft. Sumter was the opening act of the War Between the States.



New Cooper River Bridge

And there is so much more to be seen and experienced in Charleston.

One of the oldest colonial cities, (Charles Town, 1670) Charleston offers a glimpse of our colonial past, the battle to keep us together as a young nation, and the reservoir of our

earliest heritage.



Down to the Battery. The place that Sherman forgot in his march to the sea.

Join us for Reunion 2012 in one of our earliest naval seaports.



October in the Carolinas is a great time to visit the Low Country.

And, it's a great place to meet all of your shipmates. Reservations at the Radisson Charleston: call **(843) 744-2501** and be sure to mention the **Reeves Association**.



Y'all come now, y'hear? And don't forget the fresh shrimp, oysters by the bushel, she-crab soup and fine low country cooking!

Financials

USS Reeves Association	
2011 Income Statement YTD	
<u>Income</u>	
Reunions	\$0
Program	\$1,520
Total Income	\$1,520
<u>Expense</u>	
Advertising	\$81
Newsletters	\$543
Program	\$28
Reunions	\$250
Total Expense	\$902
Net Income	\$607
2011 Assets Statement YTD	
Cash Assets	\$3,502
Liabilities	\$507
Net Equity	\$2,995

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.

Flowers of the Forest—Taps

From Shipmate Russ VanTassel in San Diego, we have received notice of an obituary from the *Union Tribune* in San Diego reporting the passing of CAPT Gordon R. Hopwood, USN (Ret), on June 11 2011. CAPT Hopwood was the third commanding officer of USS Reeves from 1966 to 1968. The guestbook and detailed obituary can be viewed at obituaries.uniontrib.com.

Looking Back to WWII

Most Americans who were not adults during WWII have no understanding of the magnitude of it. This listing of some of the aircraft facts gives a bit of insight. 276,000 aircraft manufactured in the US. 43,000 planes lost overseas, including 23,000 in combat. 14,000 lost in the continental U.S. The US civilian population maintained a dedicated effort for four years, many working long hours seven days per week and often also volunteering for other work. WWII was the largest human effort in history.

THE PRICE OF VICTORY (cost of an aircraft in WWII dollars)

B-17	\$204,370.	P-40	\$44,892.
B-24	\$215,516.	P-47	\$85,578.
B-25	\$142,194.	P-51	\$51,572.
B-26	\$192,426.	C-47	\$88,574.
B-29	\$605,360.	PT-17	\$15,052.
P-38	\$97,147.	AT-6	\$22,952.

PLANES A DAY WORLDWIDE

From Germany's invasion of Poland Sept. 1, 1939 and ending with Japan's surrender Sept. 2, 1945 --- 2,433 days. From 1942 onward, America averaged 170 planes lost a day. How many is a 1,000 planes? B-17 production (12,731) wingtip to wingtip would extend 250 miles. 1,000 B-17s carried 2.5 million gallons of high octane fuel and required 10,000 airmen to fly and fight them.

THE NUMBERS GAME

9.7 billion gallons of gasoline consumed, 1942-1945.
107.8 million hours flown, 1943-1945.
459.7 billion rounds of aircraft ammo fired overseas, 1942-1945.
7.9 million bombs dropped overseas, 1943-1945.

2.3 million combat sorties, 1941-1945 (one sortie = one takeoff).

According to the AAF Statistical Digest, in less than four years (December 1941-August 1945), the US Army Air Forces lost 14,903 pilots, aircrew and assorted personnel plus 13,873 airplanes --- inside the continental United States. They were the result of 52,651 aircraft accidents (6,039 involving fatalities) in 45 months. Think about those numbers. They average 1,170 aircraft accidents per month--- nearly 40 a day. (Less than one accident in four resulted in totaled aircraft, however.)

It gets worse.....

Almost 1,000 Army planes disappeared en route from the US to foreign climes. But an eye-watering 43,581 aircraft were lost overseas including 22,948 on combat missions (18,418 against the Western Axis) and 20,633 attributed to non-combat causes overseas.

In a single 376 plane raid in August 1943, 60 B-17s were shot down. That was a 16 percent loss rate and meant 600 empty bunks in England. In 1942-43 it was statistically impossible for bomber crews to complete a 25-mission tour in Europe. Pacific theatre losses were far less (4,530 in combat) owing to smaller forces committed. The worst B-29 mission, against Tokyo on May 25, 1945, cost 26 Superfortresses, 5.6 percent of the 464 dispatched from the Marianas.

On average, 6,600 American servicemen died per month during WWII, about 220 a day. By the end of the war, over 40,000 airmen were killed in combat theatres and another 18,000 wounded. Some 12,000

(Continued on page 11)

News Sources

At the urging of our shipmate, Eric Wenzel (our Recording Secretary), we are providing extracts from Veteran's RAO Bulletins that are published twice monthly by Lt. James "EMO" Tichacek, USN (Ret) Associate Director, Retiree Activities Office & U.S. Embassy Warden Baguio City RP

raoemo@sbcglobal.net

http://post_119_gulfport_ms.tripod.com/rao1.html

From Shipmate Jack Stewart, we have also received news that Vance Anderson, GM1, has passed. GMG1 Anderson served onboard USS Reeves during the period 1966-1968. His last address was located in Mt. Juliet, TN. He was an active member of the USS Reeves Association.

We pause with respectful remembrance of our passed shipmates.

Another USS Reeves SAR Mission

I do not have all the details on this event, but maybe some others can fill in the blanks. I tried to Google info regarding this incident but could not find anything. The facts that I now present are true and not hearsay. I was there and saw it happen.

Not sure of the date but it was on the 66-68 Westpac cruise. We had just completed a tour on SAR, refueled at Subic and were on the way back to home port.

We got word that a Navy plane had crashed in the sea. (I think it was a P3 Orion). The nearest ship was a submarine. There were only two survivors that were both stretcher cases.

Ah, Yes, the Tip...

We all know 15 percent is the standard tip for restaurant servers, but what if the service was way above standard? Or way below? Tipping is such a mystery because there aren't any ironclad rules. And tipping can be stressful because we've all heard how servers depend on their tips for their livelihood.

Here are some facts: Waiters and waitresses can be paid as low as \$2.13 an hour, but if their tips don't bring them up to the federal minimum wage of \$7.25 an hour, the government requires employers to make up the difference. According to the U.S. Bureau of Labor Statistics, the average restaurant server earns about \$8 an hour, with the top 10 percent getting around \$14.25 an hour. But that's just waiters and waitresses.

Who else should you tip? Because there's no law or rule or even agreement on a guideline, opinions vary. For example, CNN Money's guidelines for tipping suggests a minimum of \$2 per night for a hotel housekeeper while The Consumerist suggests only \$1. But mostly, those two respected media sources agree. By studying those and other sources, Money Talks News has devised an abbreviated list for the more common encounters.

While opinions may vary slightly, you won't go wrong following this ad-

A helo would be required to pick up the two men but could not land on the sub. We received orders to change course to rendezvous with the sub and take on the two men. A helo was dispatched to meet with us and pick up the two men to fly them back to Okinawa.

The helo was a big Orange Sikorsky. When the pilot tried to land, either the helo was too big or the pilot landed too far forward because when he chopped power and the blades slowed down, they started hitting the after missile launcher. The back of the helo bounced across the deck as pieces of blades flew every where. The tail stopped between two bits.

We had no choice but to change course to Okinawa. We arrived at a pier on the East side of the Island and the two men were taken by ambulance to the nearest hospital (?).

Later a crane was sent down the pier to pick up the helo off our fantail. Then we headed for Yokosuka. I do not know what happened to the two survivors.

Note: The picture of the sub on page 34 of the cruise book looks like the one, there is what looks like stretchers on the deck.

Robert Dudley, ETN2 66-68

vice:

Tip a percentage.

- * Take-out preparer (the restaurant person who packs up your to-go order): 10 percent
- * Taxi driver: 10-15 percent
- * Tattoo artists: 10-20 percent
- * Barber/stylist: 15-20 percent
- * Bartender: 15-20 percent

Tip a flat figure.

- * Pizza delivery guy: \$2-5 based on distance
- * Coffee at mom-and-pop shop: \$1 per drink (chain coffee shops? CNN says "completely optional,"
- * Consumerist says, "25 cents tossed in the tip jar," others say little to nothing.
- * Valet parking: \$1 or \$2
- * Furniture delivery: \$5
- * Housekeeping: \$1-5

More advice on tipping.

* On average, you can see it's typical to leave 10-20 percent for just about anybody worth tipping. But adjust that based on circumstances: If your delivery guy rushed over in a thunderstorm and is dripping on your doormat, toss him a little extra. Reward people who go out of their way to help.

But if your server provides poor service, give a poor tip – but leave something so it's obvious you didn't just for-

get.

* Pay attention to what's included in a bill and who it's going to. At restaurants, a table of six or more is often charged an extra "gratuity" or "service fee" that may (or may not) go directly to the server. A delivery bill may likewise have a service charge for gas that doesn't go to the driver, and a tip may already be built into the bill.

* If you have a regular barber or bartender you're buddies with, don't let that relationship sour over tipping. Treat well those people you're likely to deal with often.

* Try to avoid leaving cash lying around. Hand the tip to your server, leave it in the holder the check comes in, or put it on your card. For housekeeping, leave the money in a marked envelope so they know it's for them.

* Always calculate tips based on the original bill, not based on any discounts or coupons you used.

* Some people can't (or won't) accept tips.

You can still give them a card, a warm handshake, or a genuine, "Thank you."

[Source: Money Talks Brandon Ballenger 7 Jul 2011 ++]

Windjammer's Petty Officer Club and I Remember the Drydocks



HIGHBALLS	\$.25	LIQUEURS, BRANDIES, COGNACS and COCKTAILS... \$.25	
BECK'S.....	.25	CARLING20
HEINEKEN.....	.25	HAMM'S20
SWAN.....	.25	LUCKY LAGER20
SANMIGUEL.....	.20	MILLER'S HIGH LIFE.....	.20
BUDWEISER.....	.20	OLYMPIA.....	.20
BURGERMEISTER.....	.20	SCHLITZ.....	.20
FALSTAFF.....	.20	PABST.....	.20

DRINKS MUST BE CONSUMED BEFORE ORDERING NEXT DRINK

ALL CIGARETTES: .10

LARGE PIZZA PIE	
CHEESE	50¢
PEPPERONI	60¢
MUSH ROOM	75¢
COMBINATION	90¢

10¢ EXTRA CHARGE FOR TAKE OUT ORDER



SANDWICHES TO ORDER

HOT		COLD		
S- 1	GRILLED FRANKFURTER \$.15	S-14	ROAST BEEF..... \$.30	
S- 2	HAMBURGER	S-15	ROAST TURKEY..... .25	
S- 3	HAMBURGER DELUXE30	S-16	HAM..... .20	
S- 4	CHEESE BURGER	S-17	CHEESE10
S- 5	GRILLED HAM..... .20	S-18	BACON, LETTUCE & TOMATO20
S- 6	TENDERIZED STEAK	S-19	LETTUCE & TOMATO.....	.15
S- 7	HAM & EGG	S-20	HAM & CHEESE.....	.25
S- 8	BACON & EGG	S-21	CHEESE & SALAMI15
S- 9	FRIED EGG	S-22	CHICKEN SALAD.....	.15
S-10	MINUTE STEAK & EGG40	S-23	TUNA SALAD15
S-11	GRILLED CHEESE	S-24	FRENCH FRIED POTATOES	.10

CHEF'S SPECIALS TO ORDER

S-25	MEXICAN STYLE TACOS... .30	S-27	CHINESE CHICKEN25
S-26	BEEF SHISH KABOBS..... .30	S-28	PICKLED EGGS (2).....	.15

SANDWICH BAR SERVICE: OPENING TIME TO 2300 DAILY

The Menu came from BM1 EL Coward a Member of the 1964 Pre-com crew and a crew member till 1968. At that time the Army was giving Warrant status to Navy crew members to switch over. Coward took the offer and retired a WO2 from the

Army after a couple of tours in Viet-Nam. He is a member of the Reeves family and I am sure he would be happy to see the menu posted on the web site.

Jack Stewart

A Seafaring Fact

The sinking of the TITANIC in 1912 and the LUSITANIA three years later are commonly thought of as two of the greatest maritime disasters of all time. Yet, the German ship Wilhelm Gustloff carrying mostly civilian refugees and sunk in the Baltic Sea in the closing months of World War II claimed more than twice as many lives as both ships combined. It was the greatest marine disaster in history and most Americans probably never heard of it. With all cabins occupied and passengers jammed into passage-ways, the GUSTLOFF got underway at 1230 on 30 Janu-

ary 1945 for Kiel and Flensburg in western Germany. There were over 6,000 passengers--more than three times above capacity. Most were women and children, elderly men and about 1,200 wounded soldiers. To read more about the Gustloff's sinking and the events that led to it refer to this Bulletin's attachment titled, "Greatest Marine Disaster in History". [Source: Military History Online Irwin J. Kappes JUL 03 article http://www.militaryhistoryonline.com/wwii/articles/wilhelm_gustloff.aspx Aug 2011]

I have to tell you about a memorable December in Yokosuka in 1966...

The USS Renshaw was becoming a Fletcher relic from WWII, Korea and Vietnam, 600 psi steam, bubble gum, baling wire and all. We were part of the radar crew in that dinky CIC closet behind the bridge.

The Rinky-Marú put into Yoko enroute to homeport in Pearl. We were the saltiest Salts that ever walked the streets of Yoko or ever blessed the bar at the Windjammer. (Well, maybe the Spring of 1962 or 1964 in Yoko was better.) Of course, Yoko went anti-nuc in '66 and all of the Mama-san bars were pretty much history. But the Windjammer kept the old sea-story alive.

Aye, it was dark of night and the ship 'twas moored far across the hinterlands of the deep and empty drydocks of the former IJN Yamato, and IJN Mushashi. And, we were filled with 25 cent hot buttered rum portions served in porcelain teacups made by a bartender that had never done this before.

Remember the song "I Like Beer" by Tom T. Hall? Well that Christmas night we were really into hot buttered rum.

We survived the club, required no escort through the blackened and dark Yoko shipyard, and got back to our bunks on that 376' x 40' 2100 ton railroad car.

And the Navy paid us to serve on those ships. Hell, I would have done it for the SOS, greasy chops, powdered milk, cheap cigarettes and all. Or not.

Mike

From the POD, 17 Nov 1966

The following poem was received from LTJG DAVIS, the Coral Sea pilot rescued by the Green Dragon helo:

*Dodge Falls, Dodge Falls, oh channel fifty six;
My ass is in a sling, I'm really in a fix;
I've done busted my bird and leaped into the blue,
Now I'm all wet, just waitin' on you.*

*I'm splashing, even flashing, and flailing around-
For God's sake hurry or I'll run aground.
It was only forty minutes but I'm telling you,
At the end of five, I was cussing you.*

*But you put on the steam and launched the chopper,
And soon I was hearing that whopper di whopper.
As that angel came closer and into sight,
I pushed all the buttons and on came my light.*

*It was dark as all hell but I'm back here to tell,
That Jaques brought her in on the top of a swell,
It was a great job and quite a treat,
For me to see such a magnificent feat.*

*T'was a short ride I had with the old black shoe,
But I'll never forget them and that's sure true.
So thanks a lot for busting your gut,
Just to save my rosy red butt!*

*I'm sending these things for the ship and the Det,
With a promise to you on a real safe bet.
If we meet in the bar and I Hear "Dodge Falls"
By God there'll be free drinks for one and all.*

Many, many thanks,
George H. Davis

Provided by Robert Dudley, ETN2, 1966-1968

A Wonderful Read

If you are a history buff, like me, and you especially enjoy any and all things Navy, *The Last Stand of the Tin Can Sailors* has it all. I have read many accounts of the Battle off Samar, Philippine Sea, and the heroics of the "small boys" screening the escort carriers of Taffy 3. This book is the best ever!

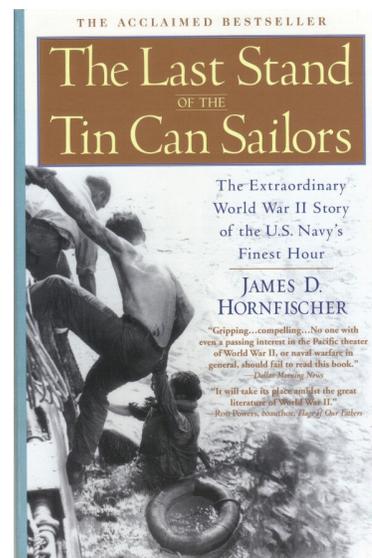
Having served on a Fletcher class Tin Can in the mid-60s, I can especially relate to the conditions that the crews of the *USS Samuel B. Roberts (DE 413)*, *USS Johnston (DD 557)* and *USS Hoel (DD 533)* experienced on those fast greyhounds. I cannot possibly imagine seeing my ship

being taken apart by unrelenting battle ship and cruiser gunfire from the opposing fleet. Nor can I imagine the despair and agony drifting across shark-infested waters on a float net or life ring for several days.

The Last Stand brings that battle nearly 70 years ago to life. I must strongly recommend this book to any serious reader of US Naval history.

THE LAST STAND OF THE TIN CAN SAILOR, James D. Hornfischer, Bantam Books, 2005

Thanks for the book, Tom



Notes of Interest

A U.S. Army private from New York who died in a Korean War POW camp 60 years ago has finally returned home. The remains of Pvt. John Lavelle, of Brooklyn, New York, reached Kennedy Airport 30 JUL. "It was unbelievable," said Lavelle's niece, Mary O'Brien. "There wasn't a dry eye." Lavelle was 24 when he was captured in December 1950 by enemy forces near Kuni-ri, a town in what is now in North Korea. He died of what is believed to be malnutrition in a Chinese POW camp in 1951. His remains were turned over to U.S. officials in

1954, but the Army couldn't positively identify them. They were buried at the National Memorial Cemetery of the Pacific in Hawaii as unknown. The remains were exhumed a year ago when Army researchers found evidence suggesting the remains were Lavelle's.

The identification was made possible by dental records. The remains arrived in New York in a wooden casket draped by an American flag. A Port Authority fire truck sprayed water over the plane as it taxied down the runway

before members of an Army honor guard removed the casket to a waiting hearse. Gloria Webber, Lavelle's sister, said the return of her brother's remains have finally brought her family "closure." "We're so happy to see that he's back [home]," said Webber, 81. "We're nice and relaxed. There's no more worrying." Lavelle was scheduled for burial 1 AUG in Calverton National Cemetery in Long Island.

[Source: New York Daily News article 31 Jul 2011++]

Ruminations from the Inland Northwest

The last time I wrote, we were thinking about traveling to Canada. Well, we did that and now have been there. I think Lorri brought back a T-Shirt from the Creston Natural Preserve. (They have preserves in Canada—we have reserves.)

Warning, all GPS shuts down when Interstate 5 crosses into Canada. We actually made it through Leavenworth, Skykomish, Seattle and Mt. Vernon, WA, without losing our way. But Canada, Oh Canada, was a totally blind trip. Yes, we arrived in Vancouver and had to rely on more than one Starbucks WiFi hotspot to get directions on the laptop. That cost Lorri \$20 Canadian. The first time we had to figure out where we were. The second time we had to figure out how to get the hell out of there. It happened gradually: I think that Vancouver made a considerable investment in signal lights—one at every intersection.

Fortunately, Route 3 (Crow’s Nest) across southern British Columbia was pretty straightforward, what with rivers, mountain passes, two lanes, no turnouts and all.

Well, travel ain’t cheap up north. And, no one told us about the tipping stuff. If you read the tipping article on Page 6, it doesn’t apply in Canada. The gratuity is built into the menu price. We stupid State’ers (my invention) keep thinking that we are at Shoney’s in

North Carolina. Not!

Forget leaving a tip on the table in Canada. They don’t appreciate it, and it only points out that we are stupid State’ers. Damn! I could have saved a bundle on breakfast alone, as we found in Bonner’s Ferry, ID, upon crossing the border heading south.

New subject...

Have you heard of drying fruit, herbs and veggies? I have to admit that we in Virginia didn’t do such things. But we in Washington do. When we got back from Canada, there were 12” to 16” zucchini lurking under the big leaves of that sneaky plant. Lorri’s herbs had gone bananas and were spitting out a bonanza of parsley, oregano, basil, rosemary and other such McCormick and Schilling specialties. So, buy a dryer and station it on your work bench. What else are you going to use the bench for?

Was this about retirement? Huh!

Oh, yes. What do you do when the summers get shorter and the nights start getting longer? Why, you go back to school.

I’m a 67-years of age undergraduate at Whitworth University who has decided that auditing a course is better than taking said course for credit. As I explain to my compatriots in class... no, I don’t have a major. I’m not seeking a degree (I already have a couple). I’m

not going to do all the crap in the course requirements ‘cause I’m not about to learn how to write a research paper at my age, and American Diversity sounds like something from the bureaucrats at the Department of Education to me.

So, I can relive my classroom days and think “raspberry” whenever the discussion gets a bit too socialist.

I’m lucky to have a former 48 Tech in my class. If you remember, we had an SPS-48 up there on top of the mast. Technically, he’s part of the fire control family of techs who inhabited the superstructure of Reeves. (In fact, there’s a bunch of them critters still running loose around the Great Lakes.)

Otherwise, I would call the Inland Empire a great choice for retirement. Yes. I now know what IE means. I been to school, Eustis. But, the days are warm, the nights are cool, and the rain is middling. That is, as long as you have a full-lawn irrigation system. I sit on the front porch and listen to the winds blowing through the Ponderosa Pines. Imagine that I once thought that referred to a TV movie series. Stupid sailor me.

Oh, yes. The women in the Inland Empire are strong, all the men are generally good-looking, and, for the most part, all the children are above average, except in other neighborhoods. (Thanks, Garrison Keillor)

On the Subject of

Service

I get confused when I hear the word "Service" used with these agencies: Internal Revenue 'Service', U.S. Postal 'Service' Telephone 'Service', Cable TV 'Service', Civil 'Service' State, City, County & Public 'Service', Customer 'Service' This is not what I thought 'Service' meant.

But today, I overheard two farmers talking, and one of them said he had hired a bull to 'Service' a few of his cows. And BAM!!! It all suddenly came into focus.

Now I understand what all those agencies are doing to us.

I would hope that you are now just as enlightened as I am.

☺ ☺ ☺ ☺

ATTORNEY: What was the first thing your husband said to you that morning?

WITNESS: He said, 'Where am I, Cathy?'

ATTORNEY: And why did that upset you?

WITNESS: My name is Susan!



Looking Back to WWII (continued from page 6)

missing men were declared dead, including a number "liberated" by the Soviets but never returned. More than 41,000 were captured, half of the 5,400 held by the Japanese died in captivity, compared with one-tenth in German hands. Total combat casualties were pegged at 121,867.

US manpower made up the deficit. The AAF's peak strength was reached in 1944 with 2,372,000 personnel, nearly twice the previous year's figure.

The losses were huge---but so were production totals. From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That number was enough not only for US Army, Navy and Marine Corps, but for allies as diverse as Britain, Australia, China and Russia. In fact, from 1943 onward, America produced more planes than Britain and Russia combined. And more than Germany and Japan together 1941-45.

However, our enemies took massive losses. Through much of 1944, the Luftwaffe sustained uncontrolled hemorrhaging, reaching 25 percent of aircrews and 40 planes a month. And in late 1944 into 1945, nearly half the pilots in Japanese squadrons had flown fewer than 200 hours. The disparity of two years before had been completely reversed.

Experience Level:

Uncle Sam sent many of his sons to war with absolute minimums of training. Some fighter pilots entered combat in 1942 with less than one hour in their assigned aircraft.

The 357th Fighter Group (often known as The Yoxford Boys) went to England in late 1943 having trained on P-39s. The group never saw a Mustang until shortly before its first combat mission.

A high-time P-51 pilot had 30 hours in type. Many had fewer than five hours. Some had one hour.

With arrival of new aircraft, many combat units transitioned in combat. The attitude was, "They all have a stick and a throttle. Go fly 'em." When the famed 4th Fighter Group converted from P-47s to P-51s in February 1944, there was no time to stand down for an orderly transition. The Group commander, Col. Donald Blakeslee, said, "You can learn to fly '51s on the way to the target.

A future P-47 ace said, "I was sent to England to die." He was not alone. Some fighter pilots tucked their wheels in the well on their first combat mission with one previous flight in the aircraft. Meanwhile, many bomber crews were still learning their trade: of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941. All but one of the 16 copilots were less than a year out of flight school.

In WWII flying safety took a back seat to combat. The AAF's worst accident rate was recorded by the A-36 Invader version of the P-51: a staggering 274 accidents per 100,000 flying hours. Next worst were the P-39 at 245, the P-40 at 188, and the P-38 at 139. All were Allison pow-



ered.

Bomber wrecks were fewer but more expensive. The B-17 and B-24 averaged 30 and 35 accidents per 100,000 flight hours, respectively-- a horrific figure considering that from 1980 to 2000 the Air Force's major mishap rate was less than 2. The B-29 was even worse at 40; the world's most sophisticated, most capable and most expensive bomber was too urgently needed to stand down for mere safety reasons. The AAF set a reasonably high standard for B-29 pilots, but the desired figures were seldom attained.

The original cadre of the 58th Bomb Wing was to have 400 hours of multi-engine time, but there were not enough experienced pilots to meet the criterion. Only ten percent had overseas experience. Conversely, when a \$2.1 billion B-2 crashed in 2008, the Air Force initiated a two-month "safety pause" rather than declare a "stand down", let alone grounding.

The B-29 was no better for maintenance. Though the R3350 was known as a complicated, troublesome power-plant, no more than half the mechanics had previous experience with the Duplex Cyclone. But they made it work.

Navigators:

Perhaps the greatest unsung success story of AAF training was Navigators. The Army graduated some 50,000 during the War. And many had never flown out of sight of land before leaving "Uncle Sugar" for a war zone. Yet the huge majority found their way across oceans and continents without getting lost or running out of fuel --- a stirring tribute to the AAF's educational establishments.

Cadet To Colonel:

It was possible for a flying cadet at the time of Pearl Harbor to finish the war with eagles on his shoulders. That was the record of John D. Landers, a 21-year-old Texan, who was commissioned a second lieutenant on December 12, 1941. He joined his combat squadron with 209 hours total flight time, including 27 in P-40s. He finished the war as a full colonel, commanding an 8th Air Force Group --- at age 24.

As the training pipeline filled up, however those low figures became exceptions. By early 1944, the average AAF fighter pilot entering combat had logged at least 450 hours, usually including 250 hours in training. At the same time, many captains and first lieutenants claimed over 600 hours.

FACT:

At its height in mid-1944, the Army Air Forces had 2.6 million people and nearly 80,000 aircraft of all types.

Today the US Air Force employs 327,000 active personnel (plus 170,000 civilians) with 5,500+ manned and perhaps 200 unmanned aircraft.

The 2009 figures represent about 12 percent of the manpower and 7 percent of the airplanes of the WWII peak.

IN SUMMATION:

Whether there will ever be another war like that experienced in 1940-45 is doubtful, as fighters and bombers have given way to helicopters and remotely-controlled drones over Afghanistan and Iraq. But within living memory, men left the earth in 1,000-plane formations and fought major battles five miles high, leaving a legacy that remains timeless. **And it should not be forgotten!**

Sent by Tom Bailey



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

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Mead, WA 99021

For further information call or email Michael Robertson at 509-315-8107, fax 703-740-9161

More details online at: michael.d.robertson@comc.asl.net
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