

# THE IRONMAN—A DOUBLE ENDER’S NEWSLETTER

<b>Membership Scorebox</b>	
Current	69
Past Due	74
Snail Mail Ad- dresses Only	89
Email Address	410
Total Shipmates	1,608

**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.

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## Birth Of The Ironmen

By Tom Bailey.

I’m sure everyone knows of the Reeves Ironmen, but many of our earlier shipmates might not really figure out where and when the whole “Ironman” thing came into play. The year was 1985, and we were home-ported in Yokosuka. During a change of command, the Reeves went from the capable hands of Captain James G. Weber to those of Captain George C. Chappell. What we didn’t realize at the time was that more than a few things were also about to change. During the first few years in Yoko, the ship had the dubious handle of the “Only Cruiser in Town”. The story was that the moniker had much to do with us being the only CG stationed in Yokosuka, and maybe even more to do with the continuously ongoing rivalry with the USS Sterrett CG-31, which was officially home-ported in our un-official second home-port; Subic. Regardless of all the reasons and history behind the “only cruiser in town”, the nick-name was well broadcast on everything connected with the ship; to include t-shirts, jackets, and even painted down both sides of our generic baby-blue ships van.

Well, it turns out that our new Captain didn’t see “the only cruiser in town” as the future of the Reeves, and stepped in with his very own campaign to establish a whole new basis for pride in the Reeves. It was by Captain Chappell’s decree that the “Reeves Ironmen” became the new trademark for the only cruiser in town, and the start of a whole new sense of being. Along with the Ironmen came a few more of Captain Chappell’s nuances that we eventually learned to enjoy. Captain Chappell came to us from the Propulsion

Examining Board (PEB), which was otherwise known as OPPE. He was an engineer’s engineer, and left no doubt that he knew exactly how our propulsion plant worked, and why. We learned that you couldn’t sugar-coat any information dealing with his boilers, turbines, or fuel. He knew! He had also been the CO of a tender, so he really appreciated having a new toy that could really get out of its own way. He also liked classical music, so the new Reeves Ironmen quickly became used to a rousing rendition of The “William Tell Overture“ (or the theme from the “Lone Ranger”, as most of us knew it) as our new underway and break-away song. Captain George also had a flair for speedy exits, and high speed flybys after refueling breakaways. Standby for a FLANK bell (shortly after clearing the pier) became the norm, and we loved it.

My best memory of this new found “ironmen” pride took place topside as we had just completed an UNREP (underway refueling) from the USNS Ponchatoula. It was an absolutely beautiful day in the South China Sea, and the sea conditions were perfect. As Reeves cast the last lines back to the oiler, our new breakaway started loudly over the IMC and the Reeves broke away with the hammer down. We pulled away smartly and executed a sharp turn to port. We accelerated and held that turn until we looped around and overtook the Ponchatoula down her starboard side. Reeves cut an absolutely beautiful turn under full power, and then blew past the lumbering oiler like it was going backwards. The view and music from the slanting deck of the Reeves was

*(Continued on page 8)*

## The President's Page



### Wintering Over In Colorado

Yeah, that's correct – I'm wintering over in Colorado. A smarter man would find warmer climates for winter-over purposes, or have an ulterior motive to ski their way through being stranded in Colorado. Well, neither is the case for me. I'm just working in Pueblo from January until June on a plant start-up project that could take longer. I guess we'll see. In the mean time I find myself looking forward to first being home for a while, then setting my sights on the 2012 reunion in Charleston.



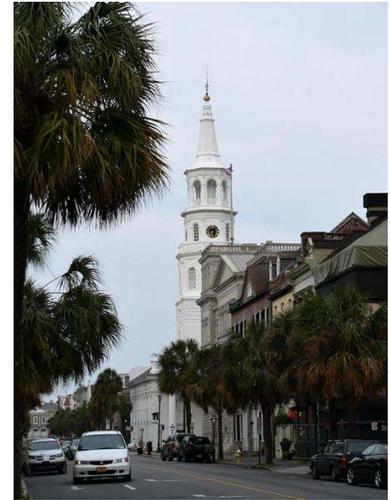
I'm hoping we can repeat past successes by hosting a reunion that everyone enjoys. While we may come up short on the numbers to be a big reunion group, we certainly have never come up short on having a good time. As any of our shipmates who have made it to the past few reunions will tell you, we have managed to create a very welcoming atmosphere for our attendees. Our reunions are big on conversation, small on protocol, and essentially free of drama. Except for maybe the tours or business meeting –where it helps to be on-time, everything else is pur-

posely un-structured. The object has always been to gather people who share a great ship's history in common, and let them enjoy each other's company. We've found they'll have plenty to talk about. We have as much fun on tours as we do sitting around telling stories, or looking at pictures, or going out for pizza, or just having a beer.



I guess I'm trying to find a way to reach the shipmates who follow our progress through newsletters and our web-site, but have yet to commit to attending one of our reunions. It is our intention to get you from lurker to participant. That particular transition is apparently more complicated than we guessed. Our effort to get more of our shipmates to come out and play has been spotty. We post free newsletters, try different venues for advertising, move our reunions around the country, and generally take our best shot at getting your attention. We know people are following us, but we just can't seem to convince more shipmates to join us.

So this is to you guys who have wondered if a Reeves Association reunion is worth the time and trouble. I can assure you that we have adopted a fairly low-keyed



approach to the reunion process. We go through a lot of trouble to select reunion locations with plenty to do, and then locate the nicest accommodations for the money. We find tours that we hope our shipmates will enjoy, and try to make them affordable. More participation helps us to do these things better, and cheaper.



As a group, we're not big on formalities. We've done our best to become the Reeves family, regardless of whether you were DLG or CG crew, Officer or Enlisted, or even just a TDY guy who has fond memories of a great ship. There is no ward-room at our reunions. Shipmates bring scrapbooks, pictures, mementos, and stories to share. Our wives and/or significant others seem to get along very

*(Continued at Message on page 4)*

## Mail/eMail/Decklog From Our Shipmates —

Just read the latest ship newsletter and my old buddy STG3 Mark Murray's article about a typical day onboard the Reeves - great stuff, Mark, but you didn't mention that hilarious time you lost the bathyscope overboard while reeling it in. I told you to look up when a sortie of jets flew over and you lost your concentration on the job and the scope came in too far and snapped it's cable, then flew overboard. At Captain's Mast, you mentioned it was I who distracted you, but the Capt. wasn't buying it. You got off with a warning as I remember and I'm still laughing about it to this day!

Patrick Murphy (66-69)

*(See Murphy, Murray and the Man, page 8, for more detail)*

Ship Mates....

Veterans who served on the ships between Jan. 9, 1962, and May 7, 1975, can file Va claims for medical conditions Va presumes to have been caused by Agent Orange exposure.

You can find the list of U.S. Navy and Coast Guard ships at [www.publichealth.va.gov/exposures/agentorange](http://www.publichealth.va.gov/exposures/agentorange) .

### Charleston

where history lives



USS Reeves DLG-24 is not listed. The only DLG class ship listed is the USS MAHAN DLG-11 who visited Saigon via Saigon river Oct. 24-28, 1962 and sent a group of personnel ashore at Danang for a short tour of Monkey mountain Oct. 6, 1968.

Cotton Sumner (65-69)

*Ed. You can also follow legislative action to include Blue Water Navy components for Agent Orange claims at: <http://vnavets.blogspot.com/>*

*or: <http://vasvw.org>*

Michael,

My daughter just gave me the information on the USS Reeves Association. I am one of the original plank owners and enjoyed reading over the newsletter.

I will try hard to make the reunion next year in Charleston.

Merry Christmas!

Ron Smith GMM3 (64-66)

*Ed. Ron's daughter gave him a membership in the Association for Christmas. What a great idea!*

*The notes on the net have slowed down in the last couple of months. A number of our shipmates have posted several times in the last few years. It ensures that I, the perpetual email harvester, will keep updating the database. It also means there are a lot of opportunities to get in contact with those with which we have served more than just a couple of years ago. On the old deck log, there are 74+ pages of remarks. The new deck log has 15+ pages of deck logs. Figure that there are 10 to 11 entries per page. Do the math. There are a lot of us out there who are keeping track, someday or another, on each of us. It warms the cockles of an old man's heart, I tell you.*

## White Space

There's a bit of blank space here. That means that I get to write something just to fill it up. Of course, I write nothing just to fill space. Everything I write has historical significance. Consider ego...stupid me.

In radio, there's white space, meaning the long, pregnant pause between one actor's voice and another...or the announcer's voice and the program...whatever.

In printing, there's the white space between one column of print and another...a pause in thought. It isn't going to happen here 'cause you and I are paying for the pregnant pause.

So, we provide filler...

Get the idea?

## The President's Page (continued)

well with each other, and have established the type of atmosphere that makes our ladies feel perfectly welcome while the guys reminisce memories and sea-stories. I don't know what to say other than we invite you and your guest to join what we know will be a great

time in Charleston.

So if you are even thinking of joining us, please consider that we are your connection to a great ship, and we are all looking forward to enjoying time with you. Take the plunge..... make this the

year that you re-connect with your Reeves history. Come join us in Charleston! Here's wishing you fair winds and following seas.

Tom

## USS Leonard F. Mason (DD-852) Command History

June of 1972 found *Mason* embarking midshipmen for the Midshipmen's Cruise. She deployed on the 21st of June. After some exercises in the SoCal OpArea, *Mason* began the transit to Pearl Harbor on June 24 in company with USS Fox (DLG-33), USS Horne (DLG-30), USS Decatur (DDG-31), and USS Orleck (DD-886). The ships arrived at Pearl Harbor on June

30. The *Mason* got underway again on July 5 in company with USS Horne (DLG-30), USS Decatur (DDG-31), USS Orleck (DD-886), and USS Reeves (DLG-24), enroute to Seattle, Washington.



*Comment by the Association Historian (me): We really need to get the command history of the REEVES. Not only would it be interesting to all of us Navy buffs who want to know where we were and when, but it would also be invaluable to all of our shipmates who are suffering from the effects of mesothelioma and Agent Orange. More in another article.*

## Travel Warning

The Department of State warns U.S. citizens of the risks of terrorist activity in the Philippines. While most of the recent incidents of terror have occurred on the island of Mindanao and in the Sulu Archipelago, U.S. citizens are reminded that terrorist attacks could be indiscriminate and could occur in any area of the country, including Manila. Public gathering places may be targeted, including (but not limited to) airports, shopping malls, conference centers and other public venues. This Travel Warning replaces the Travel Warning dated June 14, 2011, and reflects continuing threats due to terrorist and insurgent activities. U.S. citizens should exercise extreme caution if traveling to Mindanao or the Sulu Archipelago. Regional terrorist groups have carried out bombings resulting in injuries and death. Sporadic clashes have occurred between criminal groups and the Philippine Armed Forces throughout Mindanao, particularly in rural areas. U.S. government employees must receive authorization from the Embassy to travel to Mindanao or the Sulu Archipelago.

Kidnap-for-ransom gangs continue to be active throughout the Philippines and have targeted foreigners, including

U.S. citizens. U.S. citizens should exercise caution when traveling in the vicinity of demonstrations, since they can turn confrontational and possibly escalate to violence. A state of emergency is in effect for the Maguindanao and Sultan Kudarat provinces, as well as for Cotabato City in Mindanao. Travelers should expect heightened police activity and a significant military presence in these areas as well as restrictions that Philippine government officials may impose on travel in those areas. The Department of State remains concerned about the continuing threat of terrorist actions and violence against U.S. citizens and interests throughout the world. The Worldwide Caution reminds U.S. citizens that terrorism can occur anywhere. The Department of State encourage all U.S. citizens in the Philippines to enroll with the Department of State's Smart Traveler Enrollment Program or at the U.S. Embassy in Manila. By enrolling, you can receive the Embassy's most recent security and safety updates during your trip. Enrolling also ensures that we can reach you, or your designated emergency points of contact, during an emergency.

The U.S. Embassy is located at: 1201

Roxas Boulevard, Manila, Philippines, tel. 63-2-301-2000. The American Citizens Services (ACS) section's fax number is 63-2-301-2017, and you may reach the ACS Section by email at [AC-SinfoManila@state.gov](mailto:AC-SinfoManila@state.gov). The ACS Section's website includes consular information and the most recent messages to the U.S. citizen community in the Philippines. U.S. citizens should also review the Department of State's Country Specific Information for the Philippines and stay up to date by bookmarking the Bureau of Consular Affairs website, which contains the current Travel Warnings and Travel Alerts as well as the Worldwide Caution.

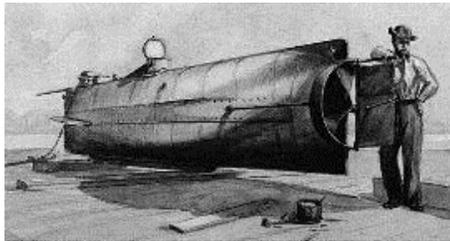
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All comments, suggestions, submissions and criticism are welcome. My email is always open...

## Welcome to Charleston and the East Coast—Our Next Reunion

Yes, we're going to Charleston for the 2012 reunion. The contract has been signed and the dates are set (October 4th through October 7th).

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.



CSS H.L. Hunley

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 (CVA-10), USS Clamagore (SS-343), Medal of Honor Museum, Cold War Submarine Memorial and the only Vietnam Support Base Camp in the U.S. It's history you can touch.



USS Yorktown circa late 1960s

History buffs have access to Fort Sumter, Fort Moultrie, Sullivan's Island, the Battery, 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.

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.



Battery Park

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.

And there is so much more to be seen and experienced in Charleston. Hank's Seafood Restaurant by the Charleston City Market probably serves the best she-crab soup in the area.

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



Fort Moultrie National Monument

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. Strongly recommended:

- Fort Sumter
- A carriage ride
- The Battery and homes South of Broad
- A walk down Legare Street
- Middleton Place
- Poe's Tavern after the beach
- Golf on Kiawah Island

And, lastly  
Dinner at the Peninsula Grill

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 USS Reeves Association.**



New Cooper River Bridge



Southwest Airlines began service to Charleston Mar 13th (2011) with 7 daily non-stop flights to four destinations: three to Baltimore/Washington, two to Chicago Midway, one to Nashville, and one to Houston Hobby.

## Financials

<b>USS Reeves Association</b>	
<b>FY 2011 Final Income Statement</b>	
<u>Income</u>	
Reunions	\$0
Program	\$1,810
Total Income	\$1,810
<u>Expense</u>	
Advertising	\$108
Newsletters	\$903
Program	\$58
Reunions	\$259
Total Expense	\$1,328
Net Income	\$483
<b>FY 2011 Final Assets Statement</b>	
Cash Assets	\$2,883
Liabilities	\$13
Net Equity	\$2,870

### 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.

## Email Squibs

All of the emails that we receive are always potential items for the newsletter. Indeed, every effort is made to draft them into every edition's content.

However, it is a lot easier to read the email and it's attachments than it is to cut and paste them into a couple of pages.

Maybe a nice quip, a short and simple one-line joke, or a really great "in your face" comment would better fit our limited print space. Just don't stop sending the great emails! I read every one.

## Planner's Planning

How do you plan for a ship's reunion?

Well, you start with the number of shipmates that you can contact. We have 400 good email addresses and 90 snail mail addresses. So, we can contact 490 shipmates. That's good!

Now look at the number of shipmates that have decided to join the association. This year (2011) we reached 64 members who have contributed to this year's expenses. Of course, we can't ignore the 79 others who have joined at one time or another. Some may have forgotten about a year's support, or whatever.

Anyway, we now have 64 active shipmates. Let's plan for a reunion. About half of the active members may show up for the reunion. So, we commit to 32 rooms for three or four nights each. That interests the hotel so that they become willing to host our reunion.

With each reunion location, there needs to be a tours itinerary set up to fill the several days while our shipmates are visiting our chosen location. (A reunion is also a vacation opportunity for many of us.)

Figure that half of the shipmates attending the reunion will want to participate in the scheduled tours. We are now down to 16 shipmates supporting the tour plan. With spouses and significant others, we will probably have 32 persons on a bus. That's kind of half way between a small bus (25) and a large bus (44). But, it's do-able.

What if only a couple of couples decided to take the tours? Well, we can't commit to the buses and tours and have to tell everyone to find their own way to see the sights.

It's kind of a bummer since it would be great to tour the high and low spots with shipmates.

Why go to a reunion? Well, I think it has a lot to do with getting older. When I attended my first reunion (USS Renshaw, 1996, Charleston, SC) I was actually excited about the chance to see my shipmates. I called my wife from the airport in Charlottesville, NC, at the crack of dawn (with a bloody Mary in hand) to bring her up to date on my travels south.

It was more than a success, in my mind. I sat and listened to the old salts, those who commissioned the ship in 1942, spin their tales. And, I quietly drank a lot of beer.

Eventually my shipmates, those who served onboard during the period 1964-1967 showed up from an afternoon tour. What a get together!

Keep in mind, the success of any reunion is more than the planning of a couple of shipmates. It is the commitment that we each contribute to make the reunion a success.

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](mailto:raoemo@sbcglobal.net)

[http://post\\_119\\_gulfport\\_ms.tripod.com/rao1.html](http://post_119_gulfport_ms.tripod.com/rao1.html)

We receive news from Navy News Media Resources at:

<http://www.navy.mil/swf/index.asp>

News from shipmates, emails and web deck log comments are also gathered for publication. So keep those cards and letters coming!

## From my Sea Daddy...in Orlando

One day I had lunch with some friends. Jim, a short, balding golfer type about 80 years old, came along with them--all in all, a pleasant bunch. When the menus were presented, we ordered salads, sandwiches, and soups, except for Jim who said, "Ice Cream, please. Two scoops, chocolate.

I wasn't sure my ears heard right, and the others were aghast. "Along with heated apple pie," Jim added, completely unabashed.

We tried to act quite nonchalant, as if people did this all the time.. But when our orders were brought out, I didn't enjoy mine.

I couldn't take my eyes off Jim as his pie a-la-mode went down. The other guys couldn't believe it. They ate their lunches silently and grinned.

The next time I went out to eat, I called and invited Jim. I lunched on white meat tuna. He ordered a parfait.

I smiled. He asked if he amused me. I answered, "Yes, you do, but also you confuse me.

How come you order rich desserts, while I feel I must be sensible? He laughed and said "I'm tasting all that is possible.

I try to eat the food I need, and do the things I should. But life's so short, my friend, I hate missing out on something good.

This year I realized how old I was. (He grinned) I haven't been this old before." "So, before I die, I've got to try those things that for years I had ignored. I haven't smelled all the flowers yet. There are too many trout streams I haven't fished. There's more fudge sundaes to wolf down and kites to be flown overhead.

There are too many golf courses I haven't played. I've not laughed at all the jokes. I've missed a lot of sporting events and potato chips and cokes.

I want to wade again in water and feel ocean spray on my face. I want to sit in a country church once more and thank God for His grace.

I want peanut butter every day spread on my morning toast. I want un-timed long distance calls to the folks I love the most.

I haven't cried at all the movies yet, or walked in the morning rain. I need to feel wind on my face. I want to be in love again.

So, if I choose to have dessert, instead of having dinner, then should I die before night fall, I'd say I died a winner, because I missed out on nothing. I filled my heart's desire. I had that final chocolate mousse before my life expired.."

With that, I called the waitress over.. "I've changed my mind, " I said. "I want what he is having, only add some more whipped cream!"

*Ed. Amen, and amen!*

## VA Rural Access

At the Department of Veterans Affairs, Secretary Shinseki often talks about the tyranny of distance – the distance that often separates Veterans from care at their nearest VA medical facilities. For about 3.3 million Vets, or 41 percent of the total enrolled in VA's health care system, distance is more than a challenge. Distance can mean rural Veterans don't have access to the care and services they've earned. Secretary Shinseki made it clear – this summer, he wanted to hear from Veterans in the hardest to reach places. "I know from previous experience that sitting in Washington with a 2,000-mile screwdriver trying to fine tune things at the local level never works," he said. So, we hit the road to learn firsthand. From the plains of North Dakota and Montana to the isolated island of Guam, Veterans from rural areas talked with Secretary Shinseki about what's working and what the department can do better. To many Veterans, it was clear VA has shifted its approach to be more accessible. But it also was quickly learned that standard definitions like "urban, rural, and highly rural" may not be exact enough. Often, "remote, extreme rural, and inaccessible" is more accurate.

The "inaccessible" category would definitely include Kwigillingok, Alaska, or

Kwig, located in the far reaches of Central Yup'ik near the Bering Sea. On Memorial Day, Secretary Shinseki visited Kwig to meet and honor living members of the Alaska Territorial Guard, who served bravely during World War II. No roads lead to Kwig, so the trip wasn't easy.

They hopped on a flight in Anchorage, and connected in the small town of Bethel...about 1,000 miles roundtrip. When they finally landed on the dirt landing strip in Kwig, villagers on all-terrain vehicles appeared from all over to give them rides to the village center.

You hear about long trips beforehand, but the actual flights tell the simple story...Veterans in Kwig, and in rural areas all across the country, do not live near a VA facility. People in rural areas, both in the VA system and outside of it, face major challenges, including the shortage of health care resources and specialty care providers. During these trips, VA experienced the distanced that, in recent years, spurred them to make a dramatic shift for Veterans in rural areas. VA currently has 400 health clinics in rural areas, and is expanding outreach clinics, Vet Centers, even mobile Vet Centers to enroll Veterans and provide readjustment counseling.

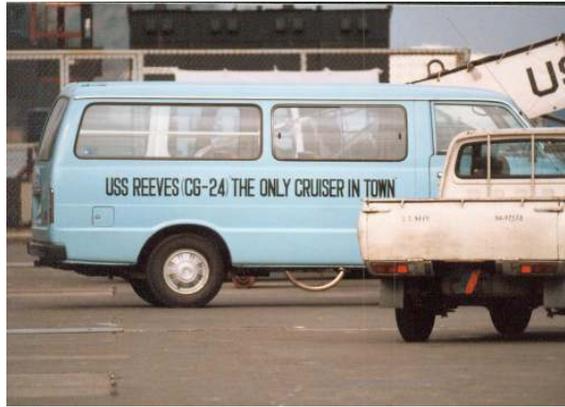
Simply put, with these changes, many Veterans may not need to drive as far for a check-up. To coordinate the efforts, VA established the Office of Rural Health, which has already funded over \$500 million for more than 500 projects, including home based primary care and intensive case management. In other places, VA is partnering with private health care providers and connecting facilities through new means like telehealth technologies to keep patients closer to home. Over the next several years, VA will continue to invest in solutions that bridge the gap between VA Medical Centers and rural Veterans. Access requires creativity. The trips taken by Secretary Shinseki have reinforced that the department is dedicated to improving health care for Veterans who live in rural, remote, even inaccessible areas. While VA has made considerable progress, there is still much work to do. Whether in Montana or Alaska, North Dakota or Guam, Secretary Shinseki is unequivocal when it comes to rural access: Veterans have earned and deserve VA care and services wherever they live. He is committed to making that happen...even in the most remote parts of the country.

[Source: White House rural Council Drew Brookie article 3 Aug 2011 ++]

## Birth Of The Ironmen (continued)

something I'll never forget. Apparently it was equally impressive to the crew of the Poncha-toula, as there were plenty of her crew manning on her rails to enjoy the "ironman" fly-by.

The "Ironmen" theme kept developing during Captain Chappell's tenure, as pride in the ship continued to grow. The evidence of that pride was confirmed with a clean-sweep of every readiness category that year. We (engineering) were most proud of the GOLD Engineering "E" that we got to paint on the aft mack. The theme was also enhanced by the



ship's cartoonist, who made the ironman into a real character that graced many a POD. They even painted the ship's van a bright red, gave it cool wheels, and applied the Ironmen

theme to both sides. The Ironmen had arrived!

The Reeves Ironmen started as a plan to provide "the only cruiser in town" with a new identity, and foster some new pride to a crew that didn't think it was necessary. The Ironman turned out to be the front man for a tremendous matter of pride in a great ship. The Ironman has prevailed long beyond Captain George Chappell's vision to improve pride on the Reeves. The Ironman has become the Reeves!

And now you know the rest of the story.....

## Murphy, Murray, the Man and the Scope

One would have to have actually been there that day to get the full impact of Murray's screw-up (see *losing the bathyscope*, page 3): I'm standing next to him at the fantail while he is deploying the bathyscope from its long, braided metal cable and then reeling it back in and this is while the Reeves was in the Tonkin Gulf (we all proudly wore our "Tonkin Gulf Yacht Club" patches and/or our custom work jackets, of course), so I'll explain the debacle in the context of who "The Murr" is, but first, here's what happened:

Me and Murr were shootin' the breeze (aka, the s\*\*\*), but paying close attention to the bathyscope - that is, until a sortie of jets from a nearby carrier flew rather low over us on their way to a bombing run - wow! "Heh Murr, check out the jet's!" I told him. We were looking up when we heard an unmistakable, sickening SNAP! sound. Only one thing could make that sound and we both looked back at the reel just in time to see the scope come up to the reel, go all the way around it, break its tether cable and then commit suicide by flinging itself into the sea -

what a way to go!

I believe the greatest impact of this movie was the look on Murr's face. Let me say that Murr is one of the funniest human beings one could ever happen to meet. He has a built-in, smart-aleck look on his face because you just know he's about to pop-off with one his very intelligent, witty and funny comments and he was just a hoot to hang out with so to see the look on his face when we heard that terrible snap sound was the first and only time I ever saw that funny smirk on his face get vaporized in 5 seconds to be replaced with a terror, fear, sick-to-the-stomach look. I think Murr had a thought about flinging himself or me overboard. "Man, @\$%^ Murphy, we're in deep s\*\*\* now." To which I quickly replied: "Who's WE sucka?". I reminded him that it was HIS duty to pay close attention to the job and not allow visual distractions, however enticing they were to check out. Worse, I was now rolling on the deck laughing my butt off over the circumstances-better, the terror-stricken look on Murr's face.

Me and Murr were sent to Cap-

tain's Mast for losing the b-scope and right off, he tells the Captain that it was Murphy who distracted him, but the Captain wasn't buying it and says "F - Murphy, Murray! YOU were not suppose to let someone like Murphy distract you!!! But Murphy, why weren't you at YOUR work station? Oh, excuse me, Murphy, you're a torpedoman where I understand that the concept of WORK is an alien concept and the official USN title of Skate was created - sorry".

At this point, all on hand were in stitches and although I didn't want to push it, I had to tell the Captain that if he wants to "keyhaul" or "hang me and Murr from the yardarm" for losing the b-scope, that I would consider that as well worth me being the only person in the world that had the opportunity to observe Murr's built-in smirk wiped off his face in a milli-second. Everyone was in stitches again - it was the funniest Captain's Mast I or everyone else had ever been through.

"The Murr" got off with a warning, I think, and all was well again - Murr even got his built-in, funny smirk back on his face!

# Remembering then...south of Singapore

USS REEVES (DLG-24)  
FPO San Francisco 96601

NOT TO BE REMOVED FROM THE SHIP  
PLAN OF THE DAY FOR SATURDAY, 6 JULY 1968

UNDERWAY  
DUTY DIVISION: F DIVISION  
DUTY MAA: LYONS, BMI

MOVIES: WR - MAT JOHNNY YUMA  
EVE SECRET AGENT FIREBALL  
CPO - MAT KISS KISS-KILL KILL  
EVE JOHNNY YUMA  
CREW - MAT OPERATION CIA  
EVE KISS-KISS-KILL KILL

UNDERWAY WATCHBILL

<u>OOD</u>	<u>JOOD</u>	<u>CICWO</u>
08-12 LCDR BUCKNER	ENS VAN NATTA	ENS MONSON
12-16 LCDR McLAUGHLIN	ENS LOGAN	LTJG JOSEPHSON
16-20 LT FLUHRER	LTJG COCHRANE	LTJG BOLAIN
20-24 LT DAVIS	LT WRIGHT	WO1 JOHNSTON
00-04 LT RUMBLE	ENS VAN NATTA	ENS MONSON
04-08 LT THOMAS	ENS LOGAN	LTJG JOSEPHSON

WORKING UNIFORM - Officer's and CPO's - Tropical, Khaki Long or Short  
Other Enlisted - Dungarees with T-Shirts or Enlisted  
Tropical Khaki

SHIP'S NORMAL UNDERWAY ROUTINE

Carry out the normal underway routine as prescribed in Chapter 2, USS REEVES Organization and Regulations Manual except as modified by NEPTUNUS REX

NOTES:

1. The attached special edition of the POD is in honor of Neptunus Rex and all Slimey Shellbacks!

*D. L. Howard*  
D. L. HOWARD  
CDR USN

## 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 matter whether or not you're retired, active duty, a veteran, a surviving spouse, or just someone who's interested in receiving the newsletter

## Where Do We Come From?

A little girl asked her mother, "Where do we come from?" The mother answered, "God made Adam and Eve and they had children, and so was all mankind made..."

Two days later the girl asked her father the same question. The father answered, "Many years ago there were monkeys from which the human race evolved."

The confused girl returned to her mother

and said, "Mom, you told me that we were created by God, and Dad said we are developed from monkeys. Who's right?" The mother answered, "Well, dear, we both are."

"I told you about my side of the family and your father told you about his."

Sent by Ron Brown (64-66)

I stole this pic from Gene "Doc" Clark from the USS Reeves Facebook site. There are a lot of us out there. If you have access to a computer, you should be there too. Try <http://www.facebook.com/groups/243690108827/> for the USS Reeves Facebook group.



If you were onboard the REEVES in 1968, you would have seen this Plan of the Day (POD) in preparation for the boarding of Neptune and his retinue so that more than just a couple of pollywogs could become Shellbacks.

Next issue, we'll bring you the real POD that was approved by Davy Jones, Neptunus Rex's faithful and vigilant deputy, for that crossing.

Remembering RDC Joe Raby as the Royal Baby in 1972, with his belly covered in molly-coat is a memory that is best blanked from memories of WESTPAC '72. Why did the deck divisions conspired to lay new, very sharp decktread on the port side route that we pollywogs crawled?

The sight of CAPT Lee Baggett crawling aft along with the rest of us will never be erased in my mind. He was the first of many to be judged, found guilty and sentenced to slither through the garbage chute and be baptized in bilge water. OMG!

*Ed.*

## Ruminations from the Inland Northwest

Sometimes I think I have too many words rattling around inside my empty (retired) brain that are looking for an outlet, such as this column. Then again, not!

Yes, the snow has returned to Spokane County and eastern Washington. It is now late January and one wouldn't have expected it to take this long. Apparently, according to the natives, don't plan on anything ever 'cause it will never happen the same way twice. So true. Oh, so true.

I do have to report that I have run the snow-blower only once (yesterday) and run my cheap yellow snow shovel perpendicular to the driveway only twice (yesterday and today). Does it mean anything when the postman in his snow rigged truck tells me that the driveway looks really "neat."

I think it means that we've have a very mild winter up here in the Inland Empire so far.

What does one do when one has a lot of time on one's hands? Go back to school, of course. So, in that vein, I enrolled at Whitworth University (about 10 minutes from home) to learn anything and everything about Northwest History. Of course, at my age, I enrolled to audit the course. (That means no papers, no presentations and no tests—just show up to justify pay-

ing the professor for my presence in his classroom.)

But, what do you know? I learned something,,,the true meaning of the term "Inland Empire." Of course, being of poetic bent, I embraced the term upon arrival in Spokane County. I should have been more circumspect. Back in the day, a mere hundred and thirty years ago, it was a really great real estate sales pitch for Chicago pitchmen who were following Horace Greeley's advice, *Go West, Young Man, Go West!* Well, I went west; long after Horace Greeley passed. And, I found that no one out here even talks about the Inland Empire. It seems that the term became passé more than just a couple of years ago. It may have actually happened before I was born, way back then.

I digress.

Going to college in the here and now is a lot different than back in the day. I was totally lost the first day of class when everyone else had the notes and outlines and syllabus and all that other stuff, and I had only a three-ring binder with lined paper, ready for taking notes. Wrong! Wrong! So very wrong!

Now I had to take notes on connecting to the campus internet, logging onto the academia website, connecting

to the course(s) for which I was enrolled, and downloading the materials I needed to have for each class discussion. Of course, I needed the five (count them, five) texts that weren't listed in the catalog and weren't available at the University Bookstore. They were available on Amazon.com (for an additional shipping charge) so that I could show up the next week looking like I was prepared for nearly anything the Prof could throw at us.

Except, his lectures were all Power Point presentations that I could download from the website and read in advance. Go figure.

Unfortunately for the Prof and the class, I was probably 40 years older (on average) than the other students. It wasn't hard to fill in the lecture questions with a little knowledge, having been there or read about it a long time ago. As one classmate asked, "Isn't there anything you don't know?"

My answer was simple. "Yes, what's the Inland Empire?" That was resolved by the Prof in six weeks. It was a real estate scam back in the day.

Maybe it will snow tomorrow and I can scrape the concrete on my driveway once again. Maybe those damned Ponderosa pines will stop dropping their needles all over my truck. It's the Inland Empire. Who knows?

## 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>



## Chief Spencer's Quest—The After-Action Report

Dear Michael,

Again, thank you for publishing information about my quest to get information on any Medals, Ribbons, Citations, or Awards earned by Reeves during my tour of duty on board as the Independent Duty Hospital Corpsman. I came aboard Reeves from the USS Henry W. Tucker (DD-875) when DesRon 9 relieved DesRon 3 at Yokosuka, Japan in June 1966. I was aboard Reeves for all deployments until about September 1967, when I was transferred to the U.S. Naval Station Hospital at Danang.

QMCM George Luhrs, USN (Ret), contacted me in October. My wife

and I had the pleasure of spending some quality time with George at his home in Chula Vista two weeks ago. George was an outstanding shipmate, and is a quality person. He shared some information from our time aboard Reeves. As I mentioned to you in my email, I am enclosing a copy of some of the documents that George shared with me. I do hope that some of his information can be shared with Reeves Association members.

As an aside, George spent 37 years in the U.S. Navy. He is a treasure trove of information about many of the ships in the U.S. Navy. His stories

are enthralling. I'm confident that many of the Reeves Association members would enjoy many of his narratives.

Sincerely,

HMCM Otis L. Spencer, USN (Ret)

*(Ed. The documents referenced by Master Chief Spencer have been posted on the website. They include: a list of awards and recipients with service numbers omitted, and the reference for Reeves Battle "E" award for the period 1 July 1965 to 30 June 1966.)*

<http://www.ussreeves.net/Memorabilia.html>

## Tax Season Is Upon Us

Tax season is here again! While the filing deadline might be a couple of months away, this month (JAN) you will receive all required third-party reporting documents: W2s, 1099s for interest and dividends, 1099s for nonemployee compensation if you are an independent contractor, 1099-Bs from your broker reporting proceeds from the sale of stocks and bonds, 1098s from your mortgage holder, K-1s from partnerships, S Corps, estates, and trusts. Hopefully, you've set up a file to store all these documents to make data gathering for tax preparation a snap. If not, now's the time to create one. The following is Germaine to filing your 2011 Tax forms:

The due date for filing this year is April 17. If a tax due date falls on a weekend or a holiday, the next business day becomes the due date. This year April 15 is a Sunday and Monday, April 16 is a federal holiday so the due date falls on Tuesday, April 17. If you are unable to file by the deadline, you may obtain an extension to Oct. 15. Bear in mind that the extension is for filing, not paying. All taxes must be paid by April 17 otherwise you may suffer penalties and interest.

If you pay estimated tax payments throughout the year, the due date for your next quarterly installment for prepayment of 2011 income taxes is Tuesday, Jan. 17.

Estimated tax payments for 2012 will be due on April 17, June 15, Sept. 17 and Jan. 15, 2013.

Beginning in 2011, brokerage firms are required to report to the IRS not only proceeds from sales of stocks and mutual funds, but also the cost basis of the investments that are sold. The IRS has designed a new Form 8949 for reporting capital gains and losses. A summary of the information listed on this form is carried over Schedule D. A couple of new columns are added to Form 8949 reporting - one for adjustments to basis (in case your broker has an incorrect figure) and one for coding the transaction to identify the type of sale.

Business mileage rates for 2011 were changed mid-year, so when calculating your mileage for 2011 use the rate of 51 cents per mile for miles driven up to June 30, 2011 and 55 ½ cents per mile from July 1 to Dec. 31.

Mileage rates for 2012 are as follows: 55 ½ cents per mile for business, 23 cents per mile for moving and medical, and 14 cents per mile for charitable purposes.

The temporary payroll tax cut has been extended to Feb. 29; employees will enjoy a continued savings of 2% of wages withheld for Social Security - from 6.2% to 4.2%. The Social Security wage base for 2012 is \$110,100 up from \$106,800 in 2011. Once your wages ex-

ceed this amount, Social Security will not be withheld but Medicare will continue to be withheld.

The self-employment health insurance deduction no longer offsets the self-employment tax. In 2010 only, self-employed workers were able to reduce the amount subject to self-employment tax on Schedule SE by the amounts paid for health insurance premiums. You can still take the deduction on Form 1040 as an adjustment to income.

Foreign financial assets are reported on a new Form 8938. The foreign asset disclosure form is separate and different from the foreign bank account report. Taxpayers with foreign assets may need to file both documents.

The first-time home buyer's credit is now only available to members of the military or Foreign Service. If you are repaying the first-time home buyer's credit, you may not need to complete and attach Form 5405.

Also gone for 2011 is the Making Work Pay Credit. For the past few years we enjoyed \$400 per year single and \$800 married filing joint credit against our tax liabilities.

[Source: Bonnie Lee | Fox Business 6 Jan 2012 ++]



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 (DLG-24/CG-24) ASSOCIATION**  
15709 N Sycamore St  
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](mailto:michael.d.robertson@comc.asl.net)  
<http://www.ussreeves.net/association.html> (hyperlink)

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

First Class Postage

ADDRESS SERVICE REQUESTED



**USS Reeves Association**  
15709 N Sycamore St  
Mead, WA 99021  
<http://www.ussreeves.net>



Please check your mailing label. If it doesn't say *Current*, please re-new your Association dues to help us continue this newsletter.