



THE IRONMAN—A DOUBLE ENDER’S NEWSLETTER

Membership Scorebox	
Current	61
Past Due	98
Snail Mail Ad- dresses Only	87
Email Address	447
Total Shipmates	2,340

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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Wire From Charleston

The weather was very warm and the air extremely heavy with humidity when we stepped out of the commuter plane from Atlanta at the Charleston Airport on that late Tuesday evening. We were a couple of days early—but we were the organizers. That would be expected.

After a quick sojourn at the Budget Counter inside the airport, it took fifteen minutes to find our rental car in a very small parking lot with a lot of Hertz/Avis/National/Budget/Other stock shoved into a few parking slots. You could cut the air with a knife. My glasses were instantly fogged up. My wife had to do a lot of reconnaissance in a really heavy air place.

I had to figure out the stupid controls on the Kia key pad, figure out how our stuff would fit into the trunk, figure out the road out of the rental lot and small airport and then locate the Charleston Radisson Airport Hotel. Somehow or other, we treaded our way around Aviation Boulevard, skipped the interstate and ended up at the Radisson Airport on Rivers Avenue. I do recall seeing the new Boeing assembly plant that was so central to news recently... It was nearly 9:55 p.m. The restaurant was nearly closed but the bartender was still talking to the chef. And the chef was still being bamboozled by the bartender. We were able to order a couple of simple appetizers, and then go to bed. So far, it was Charleston-2, Reeves-0 or maybe Reeves-1 depending upon the bar scores.



day. We were directed to the Naval Weapons Station, North Charleston, which is actually located up River Road in Goose Creek. Our instructions from the



civilians were kind of “go a couple minutes up the street and take a right.” Not! We found the Naval Weapons Station with my

Garmin GPS, watched speed limit signs and signs for the Commissary and shopped in the palmettos. Later, after an interesting tour of the narrow streets in Navy Housing, we found the Navy Exchange, but still buried in palmettos. (Nice housing, by the way.)

By Thursday, the weather was seasonably warm. Shipmates were beginning to drift in to the Radisson Charleston and in the afternoon the hospitality room began to fill up. The beer, wine, sodas and water were chilled. The simple snack and Halloween candy bowls were filled and in place. The hotel staff and Lorri had done a good job of preparing a patriotic, comfortable and hospitable room.

Shipmates and their spouses, adult children, or significant others started checking in mid-afternoon Thursday and continued through Saturday afternoon. We even had a couple of unplanned shipmates show up and were easily able to fit them in to the tours and social events.

The biggest problem in planning a reunion is filling the tours venue. It was sort of iffy up until the weeks just prior to the reunion. Then, everything filled up with all minimums more than met. We

We shopped and stocked on Wednes-

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The President's Page



Charleston '12

Greetings to the Reeves Association Family;

The Reeves Association 2012 Reunion in Charleston is now an entry in

the deck log and can easily be considered the new benchmark for Reeves reunions. That's saying a lot when you consider the great time we have had in other venues. I never thought we could top the great time we had in San Diego a few years ago, but it appears the Charleston Reunion has done it - and for a variety of reasons. First I think must be location. Charleston is a very historic Navy Town, so we had plenty of interesting things to do and see. The tour choices were excellent, as was the weather.

This brought out our biggest reunion crowd to date, with 35 in attendance. We had shipmates representing every era of the Reeves 30 year lifetime, from '63 to '93. We managed to gather a few new attendees to blend in with the core group of shipmates that seem to make it to every reunion. We even had some guests (other than spouses) that came along to be a part of the entire reunion. I think I'm safe in saying that the attendees (shipmates, spouses, and guests) found the atmosphere to have the same friendly and comfortable atmosphere that has become the standard for each of our reunions. We travelled as a group on the tours, shared meals, told sea stories, and enjoyed a few cocktails together ... and all with minimal drama.

Mike and Lorri Robertson once again proved they really have a handle on the reunion business. The hotel accommodations were comfortable, the meeting area in the hotel met all our needs, the tours went off without a hitch, the dinner-cruise was excellent, as was the banquet. On top of all that, they kept the meeting room supplied with all the snacks, refreshments, and necessities we could need. We all ended up being pretty spoiled all weekend, as Mike and Lorri quietly had everything under control. We (once again) owe them a great deal of thanks for a job well done.

One of the significant events of the weekend came as a surprise to most of the reunion attendees, as the first edition of the **USS Reeves Association Challenge Coin** made its debut at the Friday evening reception. Shipmate Jeff Wofford arrived with the newly designed and minted coins, and each shipmate at the reunion was presented with a shiny new coin as part of their reunion package. The coins have actually been planned for quite some time, but life got in the way of them being produced any earlier than absolutely necessary. Jeff was able to use a few resources to get the artwork resolved, then personally funded production of the coins. Jeff got the finished coins from the manufacturer the day before the reunion, so I'm not kidding when I say they were hot off the press. Jeff's effort and monetary contribution made the coins possible, without challenging the associations' resources.

The Reeves Challenge coins are now available for \$12.00 each (plus shipping). Contact Mike Robertson to get

yours on its way. Your cost for the coins represents very little mark-up. We paid a little over \$10.00 each for the first batch (includes art and minting costs). This provides us with a very high quality product for less than the cost of a generic USN coin. Jeff has agreed to be eventually reimbursed out of the coins sales, with any profit from the sales going to the Reeves Association. So now we not only have our own classy challenge coin, we were treated to a very classy act by Jeff Wofford. In the name of the Reeves Association, I would like to thank Jeff for stepping up and making this happen.

We eventually got around to brass tacks at the annual business meeting. There were some discussions over attendance, and what we were doing to get the word out to our shipmates. We spoke of new ways to keep working that issue, and hope to improve our ability to reach out to more shipmates for future reunions. We decided to stick with our current plan of holding reunions every other year. Every year seems to be too much from a planning perspective, while every other year seems to be too long from a member interest perspective. The winning argument was that we like our reunions in October, so our nod went to continue every-other year reunions.

Our plan to move the annual reunions around the country (east, west, middle) completed its first evolution this year when we made it back to the east coast. That makes the next stop out west. We believe this rotation keeps us on track to take the reunions to our members. All things considered, it



Mail/eMail/Decklog From Our Shipmates —

Mike, as always, great newsletter! Its fun to remember the days on the high seas riding the Reeves! You really keep it all together!

Mike Lager
MMCM (SW/AW/MTS) USN Re-tired

1990-93 Reeves (MMCS)

I was on board the Reeves from 71 to early 73. Last year I hired a person to order up the Reeves deck logs from 71-72 and early 73. He was able to get 71 and 73 logs but, was told by the Navy they had pulled 72 logs from archives and will not release them. He filed a FOIA request on my behave but, to date no luck. He has asked other people who do military record searches if anyone knows why the Navy will not release the logs but, no one knows anything. Has anyone tried to get deck logs from 1972 or knows why they removed them from public access? If so, please let me know by email. Thanks

Anthony Ortega

Dear Michael,

I trust the reunion at Patriot's Point went well for all. My trip to Massachusetts was quite nice.

We spoke briefly of my having briefly sailed aboard the Reeves in 1975. I have nothing but the fondest of memories and my only regrets at this time, now approaching 40 years, is that I didn't take the effort to experience her and her crew in more detail.

Glad you are spearheading the efforts.

Sincerely,

Richard H. Fitzgerald, M.D., F.A.C.P.

Keep up the good work on the website. Always enjoy reading the newsletter. On board Sep '68 to Apr '69 as a YN3.

Sam Bishop

Served 1970-73 @ Pearl Harbor and aboard QM/SM worked the bridge and steered in out of port also at sea. Other numerous duties.

Ed Williams

We just got back from the 2012 Reeves Association Reunion in Charleston, SC. What a great reunion! We got to party with our shipmates and enjoy plenty of Charleston. Wait until you see the new "Reeves Challenge Coins". You're really gonna like them, and they'll soon be available on the website.

Tom Bailey

I miss my shipmates on that USS Reeves. I miss Joseph, Glubrecht and PM, BM1 West, BM1 savage and all these rest of the crew. I miss all you guys. Please contact me at my email John Carlson
Godoguy2001@yahoo.com

I served aboard the Reeves from 1985-89 MS1

Roy Lunde

Have You Heard?

The 2012 Darwin Awards are out ! It's that magical time of year again when the Darwin Awards are bestowed, honoring the least evolved among us.

Here is the glorious winner:

1. When his .38 caliber revolver failed to fire at his intended victim during a hold-up in Long Beach, California would-be robber James Elliot did something that can only inspire wonder. He peered down the barrel and tried the trigger again. This time it worked.

And now, the Honorable mentions:

2. The chef at a hotel in Switzerland lost a finger in a meat cutting machine

and after a little shopping around, submitted a claim to his insurance company. The company expecting negligence sent out one of its men to have a look for himself. He tried the machine and he also lost a finger.. The chef's claim was approved.

3. A man who shoveled snow for an hour to clear a space for his car during a blizzard in Chicago returned with his vehicle to find a woman had taken the space. Understandably, he shot her

4. After stopping for drinks at an illegal bar, a Zimbabwean bus driver found that the 20 mental patients he was supposed to be transporting from Harare to Bulawayo had escaped. Not

wanting to admit his incompetence, the driver went to a nearby bus stop and offered everyone waiting there a free ride. He then delivered the passengers to the mental hospital, telling the staff that the patients were very excitable and prone to bizarre fantasies. The deception wasn't discovered for 3 days.

5. An American teenager was in the hospital recovering from serious head wounds received from an oncoming train. When asked how he received the injuries, the lad told police that he was simply trying to see how close he could get his head to a moving train before he was hit.

Reunion Group Photo—Banquet Group Photograph

USS Reeves DLG-24/CG-24 Association – 2012 Reunion, Charleston, SC, 4-8 October



Top Row: Charlie Sukow, Jim Snow, Tom Bailey, Kurt Stuvengen, Tom Kerr
 Third Row: Charles Elkins, Gerry Hines, Bob VanDerCamp, Eric Wenzel, Ed Auger, Tom Rottman, John Armstrong, Michael Robertson
 Second Row: Bruce Isaak, Dan Bernier, Ron Redfield, Jeff Wofford, Bob Dunn, Willie Avant, Janet Rottman, Nancy Elkins, Lorri Robertson
 Bottom Row: Lil Isaak, Nora Bernier, Akiko Dunn, Tina Wenzel, Sandra Wenzel, Iola Lendsay, Mary Bailey, Fumiyo Stuvengen
 Not Shown: Ron Brown, Henry Hultberg, Russ Van Tassel, Mark Woodside

Archiving

Our shipmate, Kurt Stuvengen, rummaged through the papers that his mom and dad had kept over the years and found every Family Gram that had been sent from the USS Reeves between 1980 and 1986. Kurt then copied every page of those newsletters and forwarded them to the archivist (me). Spending several day reading every one of them, more than 700 shipmate's names were identified and posted to the data base.

The listing of shipmates on the website has grown considerably. While we are about 1,700 names short of the estimated 4,000 of those who served between 1962 and 1992, we are a lot closer than we were five years ago.

Copies of those family grams, ombudsman letter and a couple of internal ship's newsletters will be scanned and posted on the website.

Please send copies to the editor of the Association newsletter at:

15709 N Sycamore St
 Mead, WA 99021

Update...

A funny thing happened at the Charleston reunion. People brought stuff for the reunion, cruise books, documents, pamphlets, etc. Well, Tommy Rottman brought a picture album that Tom Kerr was browsing on Sunday morning. Tom mentioned that there were original copies

of memos and citations in the back of the album. After a quick read, I found Tommy to get permission and then headed out for the nearest Office Depot and made copies for the ship's archives. Try to imagine that maneuver in Charleston of a Sunday morning. I had forgotten about blue laws...

We are building our archives. Eric Wenzel sent the Baptismal Certificate when his daughter, Sandra Sakura Wenzel, was baptized onboard the REEVES by Chaplain James Patrick Morgan in Dec 1984. And Kurt sent a copy of a Meritorious Unit Commendation for Battle Group Alfa during the period Jul 1982 — May 1984, of which REEVES was an element.

Consider the Northwest, Consider Portland

Portland has been described as America’s most European city. If that means a great walking city with tons of public transportation, a progressive atmosphere that celebrates the arts, a culture of great food, artisan coffee, beer and wine and neighborhoods chock full of shops selling handmade clothes, crafts and furniture, then we’d have to agree.



As fantastic as Portland is to spend time in, it’s one of the easiest cities to spend time outside. The mountains, waterfalls, wine country and other assorted outdoor goodies Oregon is so famous for are all a short drive away. So whether you’re looking to spend time in or outside a great city, Portland’s it.

And so says the Portland Travel Site.

USS Reeves was no stranger to the Rose City. She made a few



cruises to join in the Portland Rose Festival.

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

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

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

The Heart of the Gorge Land & Sea Excursion is a fully narrated tour covering 60 miles of the Columbia River aboard a jet boat and a sightseeing motorcoach. You will see Cape Horn, Fort Vancouver and the Heart of the Gorge Cascade Locks. There will be a lunch stop and each paying guest will be provided a \$10.00 lunch voucher.



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

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



comfortable, the jet boat is a great way to see the Columbia River. Portland is the home to some 30 different breweries. There are pub and brewery tours aplenty.

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

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



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



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

Financials

USS Reeves Association	
FY 2012 (YTD) Income Statement	
<u>Income</u>	
Dues	\$1,460
Donations	\$416
Reunion	\$10,592
Ship's Store	\$1,039
Cost of Goods	-\$850
Total Income	\$12,657
<u>Expense</u>	
Advertising	\$81
Newsletters	\$509
Postage	\$918
Reunions	\$10,210
Total Expense	\$11,718
Net Income	\$939
FY 2012 (YTD) Assets	
Cash Assets	\$3,800
Liabilities	\$479
Net Equity	\$3,321

Charitable/Educational Objectives

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

This newsletter is published by:

The USS Reeves Association
15709 N Sycamore St
Mead, WA 99021

Newsletter Editor -
Michael Robertson
Phone: 509-315-8107
Fax: 703-740-9161

E-mail: michael.d.robertson@comcast.net
All comments, suggestions, submissions
and criticism are welcome. My email is
always open...

Association Meeting Minutes

The fifth Association meeting was convened at 3 p.m. by Association President Tom Bailey in the reunion hospitality room at the Radisson in Charleston. 18 shipmates were present.

Jeff Wofford discussed the process of obtaining the Challenge Coins and replenishing our supply in the future. The die has been cut, so future coins will cost less to produce even though the minimum order is 100 coins. After the introductory run is exhausted, the price of coins will increase from \$12 to \$15.

Shipmates discussed Association advertising, especially on Facebook and other websites. It was pointed out that REEVES has three Facebook pages: USS Reeves CG-24 (239 members); USS Reeves DLG-24 (8 members) and USS Reeves DLG-24/CG-24 (88 members). There doesn't seem to be any way to merge the pages together as they are individually owned.

Mike Robertson proposed the next reunion location be Portland. REEVES has a history attending Rose Festivals in that port. Ron Redfield suggest Seattle/Bremerton as an alternate consideration. After some discussion, shipmates agreed on Portland.

The West Coast, Mid-America, East Coast cycle for bi-annual reunions was discussed and approved to be continued by shipmates. Holding the reunions on Columbus Day weekend was also discussed and approved.

Mike Robertson presented the financial report since the last reunion. Including the current reunion activity, the Association realized \$14,678 in Income, \$12,554 in Expenses, and a Net Income of \$2,124. The financial report was accepted as written.

In light of the financial report, shipmates decided to keep the annual dues at \$20.

Shipmates expressed a desire to expand the ship's store. The Challenge Coin is the first advertised item. Mike Robertson will contact purchasing information from Eagle Crest for ballcaps embroidered is the same fashion as the original DLG-24 and CG-24 ballcaps sold onboard the ship.

Purchase of monogramed polo and crew neck t-shirts will also be investigated.

John Armstrong advised against purchasing large quantities due to the investment cost and the need to provide multiple sizes, especially for the shirts.

Mike Robertson suggested that the Association incorporate as a non-profit organization. Jeff Wofford discussed the process of incorporating in Delaware. It was decided that which ever state provided the most convenient and affordable Corporate Agent and streamlined process be considered.

Willie Avant presented a letter from Jessica Russell, an attorney for the family of shipmate BTCM Stephen L. Simmons, who passed away in 2011 from the effects of asbestosis. Willie warned that anyone who served onboard REEVES prior to 1982 (when all asbestos was removed) has been exposed and is subject to asbestosis or mesothelioma. Contact Willie at his email: cpo1944@earthlink.net for class action information. Also, the fact of removal should be posted on the website.

Ron Redfield presented information for enrolling in the Navy Log at the Navy Memorial. There is no cost for enrollment. Shipmates who previously enrolled should check their profile as the format has been greatly expanded.

There being no further business, the meeting adjourned at 4:30 p.m.

United States Navy Memorial - History

For America's sea services, The United States Navy Memorial is the triumph of a centuries-old dream. In the early days of America's national independence, architect Pierre L'Enfant envisioned a memorial in the Nation's Capital "to celebrate the first rise of the Navy and consecrate its progress and achievements." But it was only in the twentieth century that L'Enfant's vision of a Navy Memorial in Washington, D.C. was realized.

Pennsylvania Avenue, "America's Main Street," the boulevard that links the U.S. Capitol and White House, the scene of so many parades, pageants, and national memories, was chosen to be the location.

After President John F. Kennedy — himself a Navy war hero — inspired the redevelopment of Pennsylvania Avenue, another Navy war hero, Admiral Arleigh Burke, proclaimed in 1977 that "we have talked long enough about a Navy Memorial and it's time we did something about it."

In the Spring of 1977, Burke — World War II war hero and former three-term Chief of Naval Operations — started to recruit a group to form the private, non-profit U. S. Navy Memorial Foundation. The following year, the Foundation, led by Rear Admiral William Thompson, USN (Ret.), started to work on the five steps necessary in the building of a memorial in Washington: enabling legislation, design, site selection, fund raising, and construction and maintenance.

Congress authorized the Memorial in 1980, with the stipulation that funding come solely from private contributions. In March 1980, President Jimmy Carter signed Public Law 96-199, which authorized the Memorial as a part of a larger Department of the Interior bill.

Although a number of sites in Washington, DC, were possible, the Foundation teamed up with the Pennsylvania Avenue Development Corporation to use Market Square as the site for the Memorial. The Foundation and the Corporation jointly selected Conklin Rossant of New

York as architects.

By December 1985, the Foundation had raised enough funds to warrant a go-ahead approval from the Secretary of the Interior, and construction got underway the following month. (The Foundation staff and Board of Directors had raised \$18-million by opening day of the Visitors Center, and fund raising continues today, to retire remaining construction debt and support educational programs undertaken by the Foundation.)



The Memorial was dedicated on October 13, 1987.

From late 1987 to mid-1990, two buildings were constructed on the Memorial's northern perimeter. The eastern of the two buildings was selected for the Memorial's Visitors Center. The building's shell was sufficiently completed by September 1989 to allow construction to begin for the interior of the Visitors Center. The Visitors Center opened in June 1991 and was formally dedicated on October 12, 1991.

During the summer of 2006, the water in the fountains of the Navy Memorial was colored blue due to the presence of chemicals added to the water to fight algae growth. According to a spokesperson for the memorial, the algae has been surprisingly difficult to remove, and that they "figured it was better to have blue water than to have an algae-encrusted memorial." The blue water was gone by the end of the summer.

The United States Navy Memorial is home to the Memorial Plaza, which features Stanly Bleifield's famous statue,

The Lone Sailor. *The Lone Sailor* — a tribute to all personnel of the sea services — overlooks the Granite Sea, an exact replication of the world's oceans. Surrounding the Granite Sea are two fountain pools, honoring the personnel of the American Navy and the other navies of the world. The southern hemisphere of the Granite Sea is surrounded by 26 bronze bas-reliefs commemorating events, personnel, and communities of the various sea services.

Adjacent to the Memorial Plaza is the Naval Heritage Center, which features the Arleigh Burke Theater, several rotating exhibits about the sea services, and several Navy Log kiosks, for easy registration on the Navy Log. The Naval Heritage Center also features daily screenings of the films *At Sea* and *A Day in the Life of the Blue Angels*. The Media Resource Center provides a library of printed, audio and video historical documents on the Navy. The Navy Log room has touch-screen kiosks to register and search for Sea Service members and veterans.

From April 2011 through March 2012, the Naval Heritage Center is featuring the Year of Naval Aviation, with the Gallery

Deck filled with paintings and other works of art depicting aviation in the Navy, Marines, and Coast Guard from 1911 to the present day. Beginning April 2012 and going through

March 2013, the Naval Heritage Center will be dedicated to celebrating the Year of the Chief, the senior enlisted rank.



Wire (continued)

were actually going to come out slightly ahead for this reunion. For the three tours, we needed 25 attendees per tour to cover transportation costs. We averaged 29 per tour. Another reunion success.

True, we had not met the minimum of 100 room nights for a comp'd hospitality room, but the daily setup and service cost was minimal and everything else was covered by the contract. We were able to count 89 room nights. That's the reason for making room reservations at the reunion hotel and within the reservation block.

So, Wednesday began with a private organizer tour down Meeting Street to Broad. Probably, Meeting and Broad is the most famous intersection in all of Charleston history. There is actually a great novel . *South of Broad* by Pat Conroy, 2010 Dial Press Trade Paperback Edition. Lorri and I parked the car a couple of blocks east of Meeting and Broad and then walked a bit.



U.S. Post Office at Meeting and Broad

Actually, I walked at bit more than just a bit, back to the nearest ATM up Meeting Street so that Lorri and Anne Simmons, one of the sweet-

grass basket weavers set up on the sidewalk near the Post Office, had a lengthy conversation. I was hoofing it up the street to the nearest ATM on the north or west side of the Mills Hotel (a very snooty place—what hotel doesn't have an ATM?) before I found a real electronic sidewalk device on a handicapped ramp at the Wells Fargo Bank. By the time I got back to the other side of Broad, several blocks, south or east, depending upon perspective, Lorri had nearly bought South of Broad. However, I only brought enough cash for a couple of baskets.



CSS Hunley reproduction. Shipmate Ron Redfield and his sister _____ . Photo by Nancy Elkins

Friday dawned foggy and humid but cleared to a seasonable day by the time the tour bus queue'd up for the Hunley/Ft. Sumter tour. 24 attendees joined this tour for a widely acclaimed day starting at the CSS Hunley preservation site.



Sticky Fingers Restaurant, Mt. Pleasant, SC. Mary Bailey, _____, and Ron Redfield

Everyone enjoyed a southern-specialty lunch at Sticky Fingers Restaurant in Mt. Pleasant.



Charleston Harbor—the new Ft. Lauderdale.

The afternoon was filled with a Charleston harbor tour from Mt. Pleasant/Patriot's Point and a visit to Ft. Sumter which completed the day-time activities.



Welcome Reception—Friday Night

On Friday evening, the reunion welcome reception was held in the hospitality room. There was more than enough food and drink to keep everyone happy. The bull sessions kept going until 1 a.m.

Jeff Wofford and Tom Bailey held a surprise unveiling of the USS Reeves Association Challenge Coin. All shipmates attending the Charles-

(Continued on page 9)

Wire (continued)

ton reunion received one of these first edition coins. Several shipmates purchased additional coins to hand out to other shipmates and persons interested in the Reeves.



There are a limited number of coins still available through the Association Ship's Store. Contact the editor (me) for further information.



USS YORKTOWN (CV-10) at Patriots Point, Mt. Pleasant, SC. Photo by Nancy Elkins

Saturday brought the day trip to Patriot's Point. There were walk-

about trips on the USS LAFFEY (DD-724), USS YORKTOWN (CV-10), and USS CLAMAGORE (SS-343). The visit onboard YORKTOWN included lunch in the CPO quarters and a visit to the *Medal of Honor* museum adjacent to the ship's quarterdeck. 30 attendees joined together for this very enjoyable day.

Saturday evening found everyone once again underway on Charleston Bay. The Spirit of Carolina carried a full three hour dinner cruise that sailed from Patriot's Point in Mt. Pleasant, up the Cooper River, around Fort Sumter, up the Ashley River and across the Charleston waterfront back to Patriot's Point. The multiple choice menu was abso-



lutely wonderful, bar service excellent, and after dinner amenities on the weather decks balmy. Here, we had the greatest response as 33 attendees joined in this event.

OK. There are the stats. The bottom line was just one statement: "We have had the best reunion ever." That makes it all worth while— the months of work and planning. To see shipmates spanning 30 years of ship's service on one ship, joining together and sharing memories, is worth the price of admission.

There has never before been the "Iron Men" as conceived by Captain George Chappel, not will there ever be again the "Iron Men" of the REEVES generation.

Speaking of now retired RADM Centers, he surfaced on the CG-24 Facebook site last December. It looks like he is affiliated somehow with the University of Washington. Now, we just need to get him to join us at our next reunion—Portland/Portland area, October 2014.

Shift Colors

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

President's Page (continued)

looks we're looking to the upper left for our next gathering, and the site most under consideration for our 2014 reunion is Portland, Oregon. There will no doubt be plenty of information to follow on this one.

Mike reported on the status of the 'Ironman' newsletters and the website. One issue that has come up repeatedly is the need for original articles for the 'Ironman' newsletter. We all have great Reeves stories that we can share with our members. They don't have to be long-winded or well written. We can clean-up what you send to make them presentable for

print. Take the time to feed the process your favorite story, and we'll edit the material.

The last point I would like to bring up is a reminder that the Presidential Election is upon us. I don't have to tell you just how important this election is for us as citizens, and as veterans. I won't insult you by suggesting a particular party or candidate, but instead leave you with my hope that you get out and vote.

Here's wishing you *Fair Winds and Following Seas*

//tom

Rules of the Coin—The Fine Print From The Goat Locker (Who Knew?)

The History of the Challenge Coin

During World War I, American volunteers from all parts of the country filled the newly formed flying squadrons in Europe. Some were wealthy scions attending colleges such as Yale and Harvard who quit in mid-term to join the war. In one squadron, a wealthy lieutenant ordered medallions struck in solid bronze and presented them to his unit. One young pilot placed the medallion in a small leather pouch that he wore about his neck.

Shortly after acquiring the medallions, the pilot's aircraft was severely damaged by ground fire. He was forced to land behind enemy lines and was immediately captured by a German patrol. In order to discourage his escape, the Germans took all of his personal identification except for the small leather pouch around his neck. In the meantime, he was taken to a small French town near the front. Taking advantage of a bombardment that night, he escaped. However, he was without personal identification.

He succeeded in avoiding German patrols by donning civilian attire and reached the front lines. With great difficulty, he crossed no-man's land. Eventually, he stumbled onto a French outpost. Unfortunately, saboteurs had plagued the French in the sector. They sometimes masqueraded as civilians and wore civilian clothes. Not recognizing the young pilot's American accent, the French thought him to be a saboteur and made ready to execute him. He had no identification to prove his allegiance, but he did have his leather pouch containing the medallion. He showed the medallion to his would-be executioners and one of his French captors recognized the squadron insignia on the medallion. They delayed his execution long enough for him to confirm his identity. Instead of shooting him they gave him a bottle of wine.

Back at his squadron, it became

tradition to ensure that all members carried their medallion or coin at all times. This was accomplished through challenge in the following manner - a challenger would ask to see the medallion. If the challenged could not produce a medallion, they were required to buy a drink of choice for the member who challenged them. If the challenged member produced a medallion, then the challenging member was required to pay for the drink. This tradition continued on throughout the war and for many years after the war while surviving members of the squadron were still alive.

Challenge Coin History Vietnam Era

Leisure time in Vietnam was a commodity, but when it came it was utilized to the max: catching up on sleep, writing letters home, or letting off steam at the hootch bar. The latter proved to be the most popular. But eventually, it too, could become boring and mundane.

To heighten excitement and foster unit *esprit de corps*, bullet clubs were formed. These were comprised of small, elite front line fighters who each carried a personalized bullet from the weapon they carried in combat. The ultimate use of the bullet, usually carried in a hip pocket, was to deny the enemy personal capture.

When an individual entered the hootch bar he would be challenged by fellow team members to produce his bullet. If he did, the challengers would pay his bar tab for the rest of the evening. If he failed to produce his bullet, he bought drinks for the remainder of the night.

Eventually, personalized bullets took on disbelieving proportions. Some "teamies" took to carrying 20-, 40-, or even 150MM cannon shells. Clearly these were not personalized, *coup de grace* munitions, but rather manifestations of perceived individual prowess in combat or perhaps on R &

R.

At the height of the bullet club's heyday, it was not an uncommon sight to see strewn across a barroom table, a very respectable representation of the full range of bullets, rockets, cannon and artillery shells used in Southeast Asia.

In order to gain control of the situation and to avoid accidental discharge of the large, fully functional munitions, bullets were traded for coins, which reflected the units symbol and pride. A controlled number and/or the individual's name personalized each coin. The rules remained the same, although today they are greatly expanded. Loss of your coin was, and remains, tantamount to eternal disgrace and banishment. To forget your coin, in anticipation of a challenge, results in minor death.

Emerging from those small, elite groups using bullets are today's coin challengers. Known to strike anywhere, at anytime, they insidiously stalk, waiting for the right moment to attack. An innocent bystander may never hear the challenge, only the challengee's despairing cry, "OH I FORGOT MINE!!!"

Challenge Coin Rules

1. Rules of the coin game must be given or explained to all new coin holders.

2. The coin **MUST** be carried at all times. You can be challenged for it anywhere, at any time. You must produce the coin without taking more than 4 steps to produce it.

3. When challenging, the challenger must state whether it is for a single drink or a round of drinks.

4. Failure to produce a coin, for whatever reason, results in a bought round or single drinks (whatever the challenger stated). This type of transaction could be expensive, so hold on-

(Continued on page 11)

The Goat Locker (cont)

to your coin. Once the offender (coinless challengee) has bought the drink or round, they can't be challenged again.

5. If all that are challenged produce their coins, the challenger loses and must buy the drinks for all respondents. This too can be expensive, so challenge wisely.

6. Under no circumstances can a coin be handed to another in response to a challenge. If a person gives their coin to another, that person can now keep the coin -- it's theirs!!! However, if a person places the coin down and another person picks it up to examine it, that is not considered giving and the examiner is honor-bound to place the coin back where they got it.

The examiner can't challenge while they hold another's coin. After negotiating a "reasonable" ransom, the examiner must return the member's coin.

7. If a coin is lost, replacement is up to the individual. A new coin should be acquired at the earliest opportunity -- losing a coin and not replacing it doesn't relieve a member of his or her responsibilities. This is especially true if your fellow CPO's know that you traditionally carry a coin.

8. There are no exceptions to the rules. They apply to clothed or unclothed. One step and an arms reach are allowed.

9. A Coin is a Coin. They are not

belt buckles, key chains or necklaces. Coins worn in a holder around the neck are valid.

10. The coin should be controlled at all times. Giving a coin to just anyone is like opening a fraternity to just anyone. It is an honor to be given a coin, let's keep it that way. A given or awarded coin is of more personal value than a purchased coin.

11. No holes may be drilled in a coin.

12. The above rules apply to anyone who is worthy to be given/awarded a coin, has a purchased coin, or who is known to be a previous coinholder.

Ed. And now we all know. This article came from Kurt Stuvengen.

An AARP Alternative

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

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

Another AARP Alternative

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

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

Ruminations

It's a little hard to ruminate when the weather outside has gone from balmy early fall to windy, leafy, chilly and OMG winter is coming to the Inland Northwest.

We arrived back in Mead, WA, after a reunion week in warm, humid Charleston. The driveway was a knarled, twisted mess of long Ponderosa pine needles that had been gathering and waiting for the first wind storm. The knarley stuff stretched across the street and stood in 2' to 3' high in tangled piles. It covered our grass, flower beds and everything else in the neighborhood.

Now, Lorri had done a very American thing. She suggested shipping Ponderosa pine needles to Carolina since our lighter colored needles may be usable in the Sweetgrass Baskets

handmade by the ladies of Charleston. Ann Simmons of the Sweetgrass Cultural Arts Pavilion agreed, even though the tradition baskets have been made with the Palmetto pine needle. So...

I get to box up a rat's nest of Ponderosa needles and ship them by Fedex to Charleston.



Spiral basket woven by Ann Simmons of Mt. Pleasant, SC.

If you've ever seen a sweetgrass basket, the roping and handles are made from long needle pine fill or palmetto. Each level of these baskets has a rope fill of either thinly stripped palmetto palm or dark palmetto pine needles. Maybe

we'll see Ponderosa from the Northwest mixed into the Charleston traditions. I hope not.

P.S. Basket weaving in Charleston extends back to ancient African traditions and made its appearance in the Low Country in the 17th century.



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 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 \$ _____.

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I am interested in helping the Association grow and become successful. I wish to
 serve on a committee, provide other assistance or have an interest as follows:

Mail application to:

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 15709 N Sycamore St
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For further information call or email Michael Robertson at 509-315-8107, fax 703-740-9161

More details online at: michael.d.robertson@comcast.net
[USS Reeves Association Website](http://www.ussreeves.net/association.html) (hyperlink)

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