

THE IRONMAN—A DOUBLE ENDER’S NEWSLETTER

Membership Scorebox

Current	38
Past Due	134
Snail Mail Addresses Only	268
Email Address	463
Total Shipmates	3,223

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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Sailors Leaving Navy Over Stress On Social Issues

By [Rowan Scarborough](#)

A Navy F-18 fighter pilot and former Top Gun instructor is publicly warning admirals that retention is beginning to suffer from the military's relentless social conditioning programs.

Cmdr. Guy Snodgrass, until recently a Pentagon speech writer for the chief of naval operations, Adm. Jonathan Greenert, said sailors are becoming fed-up with the constant emphasis on social issues — an apparent reference to gays in the military, women in combat and ending sexual harassment.

"Sailors continue to cite the over-focus on social issues by senior leadership, above and beyond discussions on war fighting — a fact that demoralizes junior and mid-grade officers alike," Cmdr. Snodgrass wrote this month on the U.S. Naval Institute website, an independent forum for active and retired sailors and Marines.

It is a remarkably frank assessment from an upwardly mobile fighter pilot who is due to become the executive officer of a F-18 unit in Japan.

He says one troubling sign already has emerged: a drop in applications to the U.S. Naval Academy in Annapolis last year.

"The U.S. Navy has a looming officer retention problem," Cmdr. Snodgrass writes, adding there is an "erosion of trust in senior leadership."

He says retention racked up its "worst year in history" for the special warfare community, including Navy SEALs, with a record number of lieutenants declining to stay.

The aviation side had a goal of 45 percent "take rate" on retention bonuses,

but got only 36 percent.

"Unfortunately," Cmdr. Snodgrass says in his 24-page study, "the fact that a growing number of quality officers have already left the service or are planning to head for the doors seems to be going undetected by senior leadership."

He lists long wartime deployments as a leading retention negative.

He also tackles a touchier issue, what some sailors have referred to as "political correctness," such as the banning of uniform patches that might offend someone.

Cmdr. Snodgrass writes of "a recent shift within the Navy to eradicate behavior that is, by its very nature, ineradicable."

"Put simply, there is no dollar amount that can be spent, or amount of training that can be conducted, that will completely eradicate complex issues such as suicide, sexual assault, or commanding officer reliefs for cause — yet we continue to expend immense resources in this pursuit," he says. "Sailors are bombarded with annual online training, general military training, and safety stand-downs — all in an effort to combat problems that will never be defeated."

Some of the pressure comes from Congress.

"The perception is that these efforts are not undertaken because they are incredibly effective, but rather because of significant political and public oversight," the commander says.

<http://www.washingtontimes.com/news/2014/mar/25/sailors-leaving-navy-over-stress-on-social-issues/>

The President's Page—Happy Springtime



Happy Springtime to the Reeves Association Family.

What a long cold winter we are happy to have behind us. Nice

concept, but Southern Colorado is once again proving that **all bets are off** for springtime. I'm doing some start-up work in Pueblo (again), and this past week had excellent weather - with temps hovering around the 80⁰ mark yesterday. Today, however, is a different story. As I write, it's snowing like mad and they're calling for 4 to 6 inches by morning. The foothills just west of Pueblo and the Springs are looking at 12 to 18" overnight. Enough already! I'm hoping that your spring weather is not out to prove anything, and you get to enjoy some respite from a tough winter.

The good news is that it brings us a bit closer to summer, and then on to Portland. Surprisingly enough, this edition of the newsletter places us about six months out from our next reunion. It wasn't all that long ago I was happy to write we were inside the one year mark, and now we're in the stretch. My last article spoke of

making forward looking decisions for vacation time and travel arrangements. Now is a good time to get deals on tickets. Mary and I already have ours! We also requested that you consider contacting old shipmates to see if there may be any interest in meeting you, and the rest of us, in Portland. So talk to your significant others and get them thinking towards October and Portland, and call an old friend and see if they may be interested. These simple steps are what it takes to make our next reunion a success.

You may all recall that our reunions are set-up in an east/west/middle rotation to accomplish two goals; first to make sure we move our show closer to shipmates that reside in different parts of the country, and also to make sure we have differing venues for our shipmates who wouldn't think of missing a Reeves reunion. Turns out you gotta have a good venue to get 'em away from Connecticut or Wisconsin in the Fall. This is the second time we've made our west coast swing. The first westerly run to San Diego was a smashing success. The southern CA crowd was happy to join in the festivities, and the rest of us were happy to once again visit our friends, and old haunts, in the SD area.

This time we're still very west, but much further north to the upper left corner of the country. This puts us in convenient striking distance for shipmates in Oregon, Washington, Idaho, Montana, Nevada, and northern California. The rest of us will be flying in, but we're good with that.

So far Mike reports plenty of interest for Portland. He's been in contact with more than a few shipmates who say they're going to be there with us. We've seen a limited number of reservations being made to date, but we're not too disheartened by low numbers at this point. San Diego got off to a slow start. The trend that year started slow, and really ramped up as it got very close to the reunion. We actually ended up with a pretty decent crowd. Now that certainly doesn't predict a sell-out, but you may consider your travel decisions sooner rather than later.

So that's it for my weather rant and reunion sales pitch for this edition. I sure hope you get some nice weather to enjoy, and are able to enjoy some time outside.

Here's wishing you Fair Winds and Following Seas

Tom

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FOUNDATION.com**

Military Heroes in Transition

NAVY LEAGUE
of the UNITED STATES

KFMB STATIONS
KFMB-TV 3 ■ INTERACTIVE
760AM ■ 100.7 JACKFM

Mail/eMail/Decklog/Facebook From Our Shipmates —

Regarding getting the 1966 deck logs...

Mike,

I am forwarding the correspondence I had with the archives people. My first contact I just asked a question and I heard nothing. Later I informed them that I had heard nothing. Another month went by and I received the log in the mail. If you email them and ask I think they will tell you how to get your information.

John Pounder (1965-1968)

We now have the deck logs for 3-8 July 1966. A copy can be found in the Archives on the web site.

Michael,

Can you add Mike Poreda to the mailing list and send him an electronic copy of the latest newsletter? He promises to be at the reunion in October.

Thanks,

Kurt Stuvengen (1980-1986)

Looks like there'll be a lot of new faces at the October reunion...

My name is Kevin Patric Quirke. I joined in 1975 and was on the USS Reeves CG-24. I was a mess management specialist and I was the watch Captain. We went on a West-Pac to P.I., Australia. Can you help me find the list of names with me on

TRICARE Emergency Care

When we're in pain or sick, we're anxious and it can be hard to think straight. We want relief as soon as possible. When a child is hurt or ill, the anxiety can be even greater. In those moments, it can be hard to determine if you need to go to the emergency room or if an urgent care center will do. It's important to make that distinction because making the wrong choice will cost both time and money. The general rule of thumb for TRICARE beneficiaries is that if a condition is threatening to life, limb or eyesight, it is considered an emergency and a trip to the emergency room is warranted. TRICARE defines an emergency

it, and more description about the West Pac we went on. Thank you. Email:

kevinquirke@gmail.com

Cell # 858-357-1014

Michael, It's me again. I have some more artifacts for your archives. If you are still interested. I have some photos, patches, a few postal covers, another Far East Tour 66-68 cruisebook signed by DC1 Freeman Haun, some magazine articles, and...I finally found a Westpac 77 cruisebook.

Neal Cozart (1976-1979)

Of course, I asked Neal to send me the package. You will see it on the site in a couple of months, after a lot of photography and scanning. (The cruise books are the hardest...)

From Facebook (USS Reeves CG-24) regarding the forecandle bombing...



Posted by Joe Hauser (1987-1989) on the USS Reeves CG-24 facebook site. (It looks like it's been in Joe's seabag for 25 years!)

department as an organized, hospital-based facility available 24 hours a day providing emergency services to patients who need immediate medical attention. Emergency departments affiliated with a hospital are most likely TRICARE-authorized providers. Beneficiaries and their families will get the appropriate level of care and save money by having urgent care needs met in urgent care facilities.

Over the last two decades, over 9,000 urgent care centers have emerged across the country and this may lead to more urgent care facilities in an area than emergency

[Mike Ketelaar](#) @Gary - Well, we did get bombed with a 500lb training round that put a 10 foot diameter hole above the Bos'n Locker. All antennas forward and the 5 ton anchor were all gone. Shrapnel punctured forward radar directors and wave guide. Punctured Starboard CIWS and even through some armor plated missile house doors. Broke several bridge wing windows. Diego Garcia welded some steel plates and back to Japan we went. I imagine that justified the overhaul since they weren't ready to decom Reeves quite yet. Captain McKinley's first underway after he took the helm from Admiral Center in Diego Garcia.

Mike Ketelaar (1987-1993) to Gary Beckwith (1984-1988)

To all the USS Reeves guys serving during WestPac Vietnam tour the early '70-72 time frame when we visited Hong Kong for a few days. I had the opportunity yesterday to view the area from Sky100. The area has really changed and is moving at high speed building and growing even more. I thought I would post and share what I saw. Happy New Year to all.

Gary Hinthorne (1970-1972)

— at [Sky100 - Hong Kong's Observation Deck](#).

rooms. However, beneficiaries who seek care at an urgent care facility need to ask if it is affiliated with a hospital-based emergency department. If it isn't, the beneficiary will need to make a decision about getting care elsewhere or being responsible for those facility charges. Beneficiaries can check if a provider is TRICARE-authorized by calling their regional contractor. Contact information for regional contractors is available at www.tricare.mil/callus. Learn more about emergency care under TRICARE at www.tricare.mil/emergency

[Source: Tricare News 26 Feb 2014 ++]

Restore AO Exposure Presumption

Nearly half of the surviving 100,000 members of the United States Navy and fleet marine services who fought in Vietnam between 1962 and 1975 could be experiencing wartime injuries from the long term effects of dioxin exposure. On Aug. 2, 2013, the Blue Water Navy Vietnam Veterans Association and Military Veterans Advocacy, Inc. jointly filed suit in the United States District Court for the District of Columbia against Eric K. Shinseki in his capacity as Secretary of the Department of Veterans Affairs. This lawsuit demands immediate restoration of presumption of Agent Orange exposure. The law would constitute implementation of The Blue Water Navy Vietnam Veterans Act of 2013 (H.R.543) pending before the 113th Congress. The Act, was introduced to the House floor by Rep. Chris Gibson (D-NY). This legislation will return the presumption of exposure to herbicide to Navy and Marine veterans who served in the offshore water of Vietnam. These conditions include, but are not limited to, many forms of cancer, ischemic heart disease, Parkinson's disease and diabetes II.

Approximately 21 million gallons of the dioxin herbicide was sprayed on Vietnam. It entered the food chain and water systems. Dairy products produced in Vietnam serviced the offshore carriers. The distillation process of the carriers amplified the toxin the crews drank and showered in. Over time crew members have reported Agent Orange barrels being carried aboard. There are reports of spillage and clean up. Records for the evidence of these occurrences are not available. Laine Wheatley said her husband, who is a member of the Blue Wa-

ter Navy Vietnam Veterans Association, recalls black barrels, about two - gallon size, stored on board. Instructions were to stay away from the barrels. Recently, she discovered it was common for the dioxin to be transported this way. Agent Orange is a mixture of two formulas transported separately and mixed at one location. She believes that in transporting the formula separately the Navy would not have been required to orange tag or stripe the barrels as Agent Orange.

About twelve years ago the U.S. Department of Veterans Affairs altered its internal policy and began denying benefits to the Blue Water Vietnam Veterans that had been receiving benefits for the presumed conditions. These service personnel are being denied all service-connected health care from Veterans Affairs hospitals and disability compensation for the presumed conditions. It can take 30 years for conditions to develop after exposure. For her husband they began seeing the effects within 15 years of his service, subtle but progressive. The Institute of Medicine released its fourth report Dec. 3, 2013 referring to its previous reports, reminding the Department of Veterans Affairs that there is "plausible routes for exposure of Blue Water Navy personnel." It said: The individuals who served off the shores of Vietnam should not be exempted from receipt of Veterans Affairs benefits of Agent Orange-related disabilities as:

- There is no medical or scientific evidence to deny those veterans the benefits that other service members from the Vietnam War receive on a regular basis;

- There were several viable

pathways for exposure of the crews on the ships of the Seventh Fleet who served offshore Vietnam;

- There is no evidence that Agent Orange/dioxin did not poison the veterans in questions and there is overwhelming evidence indicating high probability that it did;

- No single group of veterans that served anywhere in Southeast Asia should be removed from the benefits for presumptive exposure to the deadly herbicides used in the broader geographical area thought out the Vietnam War.

Some crew logs have been purged. It is up to the veteran to provide evidence and contact possible witnesses. To attain available ship logs is costly both financially and in time to get them. For many their hands are tied. Their service medals are not enough to prove they served. Their health-related conditions are not enough evidence.

For more information on the Blue Water Navy Vietnam Veterans Association go to

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

Lists of vessels that have been identified to date as experiencing exposure can be found at

<http://www.publichealth.va.gov/exposures/agentorange/shiplist/index.asp#find>

and

<http://www.publichealth.va.gov/exposures/agentorange/shiplist/list.asp>

.Source: The Belington Herald | Laine Wheatley| 18 Feb 2014
++]

Our Next Reunion: Portland, Oregon

The venue has been selected and the hotel chosen. We will be meeting and staying at the Sheraton Airport Hotel in Portland. The hotel is a short ride from the airport arrivals using a hotel-provided shuttle.



Our reunion dates are October 9-Oct 13, 2014. (Arrival on 9 Oct, departure on 13 Oct). We have negotiated a room rate of \$99 per night, including a three-day rate extension for early arrivals and departures. A block of rooms have



On the Willamette River...

already been set aside for our group. Contact the Sheraton at 508-281-2500 for reservations. Be sure to include your group information of USS REEVES REUNION to receive the block rate.

Reunion activities organized by the association are included in the one-time registration fee of \$110 per person. This includes the hospitality room, beer/wine/soda/snack refreshments throughout the reunion, the Welcome Reception on Friday and the banquet on Sunday.

Due to tour diversity found in the Portland area, there will be a single scheduled reunion activity – the Portland Spirit Cruise Dinner offered on Saturday evening on the Willamette and Columbia Rivers. A separate sign-up is required on the

registration form as it is not included in the reunion registration fee.



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.



Mt. Hood east of Portland

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.

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.



Multnomah Falls at the Columbia Gorge

So much to do, so few days to do it all!

Our reunions aren’t large enough to guarantee full buses and interest in certain venues. The requests for tour opportunities already exceed the days of the reunion.

We are going to set up a “tours” table in the hospitality room where those with and those without transportation can band together for their mutual tour destinations.

These can include easy drive day trips to Mt. Hood and Mt. St. Helens. A trip to Mt. St. Helens could include visits to the observation platforms at the Forest Learning Center and the Johnson Ridge Observatory.

This activity was discussed by Tom Bailey in the last newsletter.

So, if your tour destination is the vineyards on Mt. Hood, the 30 different breweries in downtown Portland, the Columbia at Astoria, or the Cheese Factories at Tillamook, there are destinations aplenty and shipmates looking for the same places.

Meet and coordinate in the Hospitality Room over a cool brew, a glass of wine or a soda/pop.

Pre-Reunion Cruise....

We have received information from the Portland Spirit Cruise people that they are planning a 2014 cruise on the Columbia River from Portland to Astoria on October 8th



This is a full day narrated cruise to the mouth of the Columbia, with a continental breakfast, a full buffet lunch and bus transport back to Portland. For us, it will be a once-in-a-lifetime opportunity to see the waters explored by the Lewis & Clark Company, and the fishing grounds of many native tribes before Capt Cook arrived 1792.

See the reunion registration form.

Financials

FY 2014 Operating

Income

Dues	\$580
Donations	\$387
Reunions	\$1490
Ship's Store	\$275
Cost of Goods	-\$180
Total Income	\$2552

Expense

Advertising	\$27
Newsletters	\$628
Postage/Delivery	\$27
Reunion Expenses	\$500
Total Expense	\$1182
Net Income	\$1370

FY 2014 Assets

Cash Assets	\$5330
Liabilities	\$0
Net Equity	\$5355

Charitable/Educational Objectives

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

Shift Colors

To receive the Navy's Shift Colors newsletter via email send the following information to Mill_ShiftColors@navy.mil -- 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.

Website Changes

Working with shipmate Jon Acord (76-78), the Association website being mirrored at the servers at JRAComputer.com. While Jon is not providing a true mirrored site, a duplicate copy of the files are maintained on Jon's server.

Jon has owned the USSReeves.com domain for several years. With this merge of hosting services, anyone searching for USSReeves.com will be automatically redirected to USSReeves.net maintained at Apollo Hosting. Jon is providing this additional service at no cost to the Association. When you search for USS Reeves, you will still end up at ussreeves.net. The host will be transparent to you. The big-

gest change here is...I had to cleanup the web site after eight years of uncontrolled growth. Now it's pretty tight.

We attempted to move hosting to JRA Computer Services but the possibility of spam intrusion and file attacks are too great a risk for Jon's business. We settled for the redirect path.

If you wander across the USSReeves.com site, you'll be redirected to the USSReeves.net. So, two sites with one set of data.

You can read about Jon's company at JRAComputer.com. Jon is located in the Metro-Detroit area.

Working The Numbers

If you look at the score box on the front page about member numbers, you will see the following:

Shipmates who have contacted us and joined in the last eight years—170 out of 4,000+

Shipmates out of the 170 who have renewed for this year—35 out of 170+

Shipmates who receive a hard copy of the quarterly newsletter (for which we don't have an email address)—100 (12 are current)

Shipmates who have received an email copy of the quarterly newsletter—

473: shipmates who have opened to latest newsletter—455.

Question. How do you built an organization when you keep starting from scratch? It's been eight years since our first reunion. Do we want to keep it going?

I believe we do! As more shipmates gradually move toward retirement years, reaching back to shipmates and memories of our youth becomes more important.

Keep the October reunion(s) in mind...and sign up yearly for membership.

Camille Carunchio Passes

We are saddened to announce that shipmate Don Carunchio's wife, Camille passed away on March 17, 2014. Her passing was not entirely unexpected as she was in rehabilitative care for Paraneoplastic syndrome.

Don and Camille were among our earliest supporters in building the Association and attending our reunions.

In lieu of flowers, donations can be sent to St Vincent De Paul Society, 3832 N. 9th Ave., Pensacola, FL 32503 or the UWF Athletic Scholarship Fund, 11000 University Pkwy., Bldg. 18, Main lobby, Pensacola, FL 32514

This newsletter is published by:

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

1960's (\$10) + s/h



1967—Entering Sydney Harbor

1990's (\$10) + s/h



1992—Seattle Sea Fair Festival

Mousepads (\$10) + s/h



Ship's Store

1970's (\$10) + s/h



1975—Departing Pearl Harbor

Challenge Coins (\$14) + s/h



Golf Shirts (\$20) + s/h (2XL/3XL-add \$2)



1980's (\$10) + s/h



1985—Enroute Yokosuka from Australia

Reunion ball caps (\$10 each) + s/h

2009—San Diego

2010—Chicago

2012—Charleston



T-Shirts (\$15) + s/h (2XL/3XL-add \$2)



USS Reeves Association – Ship's Store Order Form

Price	S/H	Total	
Total			

Shipping and handling:

Shipping is via USPS Priority. Please add the following for each item to cover the association's packaging and postage costs:

Photos: \$1 per photo

Ball caps: \$2

Mousepads: \$1

Challenge Coins: \$2 for 1, \$.50 for each additional coin

Shirts: \$2 per shirt

Shipping Label

To: _____
 Address: _____
 City, State, ZIP: _____
 Phone: _____
 Email: _____

Send order to: USS Reeves Association
 c/o Michael Robertson
 15709 N Sycamore St
 Mead, WA 99021

Commissaries: From Benefit To Business

Behind the plan to slash taxpayer support of commissaries is a concept Defense Secretary Chuck Hagel and his senior advisors have embraced that base grocery stores should operate as a business and not a benefit. This shift is candidly revealed in budget documents released 4MAR and in a legislative packet for implementing the funding cuts drafted by the Defense Commissary Agency (DeCA). The documents make clear that individual stateside commissaries will survive only if they produce enough revenue to cover operating costs. Hagel gave a softer summation to the Senate Armed Services Committee on 5 MAR. "We are not shutting down any commissaries. We recommend gradually phasing out some subsidies but only for domestic commissaries that are not in remote locations," the defense chief said. Because stateside stores "will continue to operate tax and rent free, they will still be able to provide people with a very good deal."

Resale industry officials and military associations dispute this and predict closure of most stateside commissaries. Only stores overseas and at 25 remote stateside bases would be funded after fiscal 2017. DeCA's annual appropriation of \$1.4 billion would be cut by then to \$400 million. That's enough to offer shoppers savings of 10 percent off "high priced private grocery stores," the budget documents estimate. Savings would be even "more modest" in comparison to prices at discount grocery chains. "In the end, patron usage of the commissaries will determine the savings and their comprehensive advantage," explains the "overview" report from the Obama administration on its 2015 defense budget request. Commissary shoppers now save an average of 30 percent compared to prices for a range of private sector grocery stores, DeCA said. The hit to those savings would be felt "worldwide," budget documents explain.

The draft implementing legislation has a telling description of commissaries run as businesses. Criteria for opening and closing stores, it says, would make cost recovery "the primary factor

for their existence, as opposed to the needs of active duty members and their families or the welfare of the military community." That statement captures what's ahead for a long prized benefit if Congress adopts the plan in the budget, said an industry official. He described the plan as carelessly conceived and devastating to the "ecology" of base stores, both exchanges and commissaries. There were no signals of stiff resistance from the Senate Armed Services Committee on Wednesday when Hagel and Army Gen. Martin Dempsey, chairman of the Joint Chiefs, detailed the new budget with its sweeping changes impacting commissaries and the Tricare program.

Sen. Saxby Chambliss (R-GA) called commissaries a "core benefit" that contributes "greatly to recruitment and retention, even though I am one of those who thinks [troops] may get just as good a deal at some other retail outlets around the country." Encouraging commissaries "to act more like a business...makes sense. I agree with that," Chambliss said. But the senator questioned whether changes to this benefit should be delayed until the Military Compensation and Retirement Modernization Commission make its report in FEB2015. He and Sen. Mark Warner (D-Va.) have introduced a bill to mandate such a delay. Hagel and his comptroller Robert Hale explained that some savings from compensation reforms are needed now because budget cuts already are impacting training, troop support and overall readiness. Hagel noted that exchanges operate on the same business model and are successfully self-sustaining. So senior leaders, relying on "significant analysis," decided "we knew enough about where we thought we're going to have to eventually go with commissaries," Hagel said.

On 24 FEB, the day Hagel first unveiled highlights of the budget with its plan for commissaries, he recognized "senior enlisted leaders in each of the services for [their] help and input in crafting this budget." Two days later, however, some of those enlisted leaders told a House appropriations subcom-

mittee that their support for compensation reforms didn't extend to the deep hit on the commissary benefit. Sergeant Major of the Marine Corps Micheal P. Barrett and Chief Master Sergeant of the Air Force James A. Cody noted that young families in particular depend heavily on the shopping discounts. Barrett called it "ridiculous that we're going to go after something that saves some young lance corporal, an E-3, \$4,500 a year." If that E-3 has two kids, he added, "and every time he shops it's \$240, well unbeknownst to him he just put \$80 worth of gas into his car." Base exchanges could also be at risk, say industry officials. Their profits already are stressed by base closures overseas, deep force cuts, and minimum wage hikes on service contracts.

The plan for commissaries would deepen these challenges by reducing shopper traffic on base and by allowing commissaries to offer products now sold only in exchanges. DeCA's implementing legislation shows commissaries would operate far different than they do today. A surcharge of at least 5 percent would still be collected on goods sold. But to capture more revenue, DeCA seeks authorities to run its stores like commercial supermarkets. That means a broader mix of products including beer and wine. Restrictions would be lifted on sale of generic or local goods to compete with brand names. A legal requirement to sell goods at cost would end so prices could climb as needed and would vary from store to store. DeCA could advertise to try to keep patrons and hire private contractors to operate specific store functions. It also wants relief from "socio-economic" laws that dampen savings, including a requirement to buy certain supplies and services from nonprofit employers of persons who are blind or have other significant disabilities. [Source: Stars & Stripes | Tom Philpott | 7 Mar 2014 ++]

USS REEVES (DLG/CG-24) ASSOCIATION REUNION
2014 REGISTRATION FORM
October 9-13, 2014

Important! See Additional Information on Reverse!

Make hotel reservations with the Sheraton Portland Airport Hotel, 8235 Northeast Airport Way, Portland, Oregon 97220, (503) 281-2500. Tell them "USS Reeves Association Reunion" to ensure proper credit to our Association and receive the group rate.

Name _____ Phone # _____

Complete Address _____

Email address _____

Guest's Full Name _____

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

Wednesday, October 8th

7:00 am - 7:00 pm Pre-Reunion Event: Astoria River Cruise (Spirit Cruises) - Availability Confirmed

Thursday, October 9th

3:00 pm Hotel check-in.

Friday, October 10th

6:00 - 8:00 pm Welcome Reception in Hospitality Room with open bar and heavy hors d'oeuvres

Saturday, October 11th

6:00 - 10:30 pm Portland Spirit Dinner Cruise Tour (optional, reservations required)

Sunday, October 12th

3:00 - 4:30 pm Association meeting - Hospitality Room

5:30 - 7:00 pm Cash-bar happy hour: Group/Individual Photos

7:00 - 10:00 pm Reunion Banquet:

Choice of (please indicate number of orders - vegetarian entree available upon request):

#___ Prime Rib of Beef (10 oz. Choice Beef, slow roasted, served with Au Jus and horseradish sauce)

#___ Marsala Chicken (grilled boneless breast of chicken accented with rosemary, mushroom, and marsala sauce)

#___ Pacific Seared Salmon (fresh salmon filet, grilled, roasted garlic tomato vinaigrette)

Dinner also includes classic salad with dressings, fresh seasonal vegetables, potato or rice, rolls and butter, New York cheesecake, regular or decaf coffee, hot tea.

Monday, October 13th

8:00 am - 12:00 pm Hotel checkout & departure

There is a single, all inclusive fee of \$110 per person for the reunion that includes the Welcome Reception, beverages & snacks for the hospitality room, banquet cost, reunion ball cap and attendee materials. Tours are not included in this fee.

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

TOTAL attending x \$110 = \$ _____ TOTAL for Dinner Cruise \$ _____ (see back)

TOTAL for Shirts \$ _____ (see back) TOTAL Enclosed for Reunion \$ _____

Please complete and return no later than 8/31/2014 (sooner if at all possible!); make out check payable to:

USS REEVES ASSOCIATION

Mail to: Michael Robertson, Reunion Organizer
15709 N Sycamore St, Mead, WA 99021

For further information call Michael Robertson at 509-315-8107, email: michael.d.robertson@comcast.net

**USS REEVES (DLG/CG-24) ASSOCIATION REUNION
2014 REGISTRATION FORM
October 9-13, 2014**

Reunion, Tour Information & Reservations



Reunion Shirt – This is a handsome, high quality polo shirt with the USS Reeves Association logo embroidered on the left chest. The shirt is an exclusive product of June, our Post Falls, ID, supplier who will produce any number of shirts (one to infinity) at the same reasonable price. Most reunion shirts have date and place information included in the embroidery. This shirt will appear as shown. Reunion date and place are included on the complimentary reunion ball cap. Sizes available: S, M, L, XL, XXL and XXXL. The price for shirts are \$20 (add \$2 for sizes XXL and XXXL). **Latest date for returning registration forms and ordering shirts is 8/31/14.**

___ Yes, I would like shirt(s). Qty: ___ S, ___ M, ___ L, ___ XL, ___ XXL, ___ XXXL. (S-XL \$20, 2XL-3XL \$22)

Astoria River Cruise – Pre-Reunion Event. Wednesday, 8 Oct 2014. This is a confirmed full day adventure that only happens once a year! Cruise on the *Portland Spirit* as she runs down the Willamette and Columbia Rivers from Portland to Astoria, Oregon, at the mouth of the Pacific Ocean. Enjoy the sights along the river with narration along the way, then hop on a luxury motor coach to return to Portland. Travel by POV (privately owned vehicle) to the Portland, Salmon Street landing. Boarding 7:30am, cruising 8am-5pm returning via motor-coach to Portland by 7:00pm. The price includes Captain's narration, continental breakfast, lunch buffet, dessert, coffee and hot tea service, gratuity and bus transportation back to Portland.

\$110 adults, \$88 seniors (60+). A \$4.00 local landing charge/taxes may apply. **Please make reservations directly with Jason Deffley of the *Portland Spirit* at (503) 943-9116.** (Note. Participating in the Astoria Cruise will require arriving in Portland on October 7th or earlier. The Sheraton Portland Airport Hotel has offered the \$99 room rate for three days in advance – from October 6th – of the official reunion dates.)

___ Yes, I/we will participate. Adults participating: ___ I/we can provide transportation for ___ in our POV.

General Portland Tour Information. Other than the Dinner Cruise, reunion-organized tours will not be offered. Tour opportunities in Portland are so diverse that the organization couldn't possibly guarantee 25 participants for any particular tour and cover the cost of transportation and entry. It was suggested at a 2013 FAM conference in Portland that attendees get together like-minded attendees and set up one, two or three car convoys to the Oregon and Washington wineries, Columbia gorge and falls, Mount St. Helens, downtown Portland, and the Pacific Coast areas. In this manner, all attendees should have tour opportunities. All of these destinations are not more than an hour or two from the Portland Airport. An organizing table will be set up in the Hospitality Room for this purpose. Tour recommendations, pamphlets, maps and other planning items can be found at this site. Groups can gather and plan mutual destinations and vehicle arrangements.

___ Yes, I/we will participate. Adults participating: ___ I/we can provide transportation for ___ in our POV.

Portland Spirit Dinner Cruise & Harbor Tour Saturday Evening —. Departs hotel @ 1800 (6:00 pm) returns by 2200 (10:00 pm).

Pre-arranged group transportation will depart the hotel at 1800 (6:00 pm). Board the *Portland Spirit* at the Salmon Street location at 1830. Bar service and seating are immediately available. The Reeves Association will attempt to group participants as a group. The *Portland Spirit* will depart the Salmon Street landing at 1900.

Wine and appetizers are available at an extra charge. They include Shrimp Cocktail (\$10) and Sautéed Mushrooms (\$8). The table server will provide the available wine list. The entrée menu varies according to the time of the year. It may include Northwest Seafood Pasta, Pappardelle Pasta, Slow Roasted Pork Loin with Dijon & Pink Peppercorn Sauce, Grilled Vegetable Turnover, Applewood Smoked Beef Brisket with Blackberry Brandy Glaze, Roasted Snake River Kobe Beef Shoulder Tender, Baked Columbia River Steelhead Fillet, or Panko Crusted Chicken Breast.

Dinner entrées are served with House Salad, Fresh Baked Bread, Coffee and Hot Tea. Dessert included; upgrade to premium dessert available at additional charge.

___ Yes, I/we will participate. Adults participating: ___ x \$80, Seniors (60+) participating: ___ x \$75

Amount Enclosed \$ _____ (please copy to front page)

Please complete and return not later than 8/31/2014 or sooner.

For further information call Michael Robertson at 509-315-8107, email: michael.d.robertson@comcast.net

New VA Resource

Hi

On behalf of the U.S. Department of Veterans Affairs, thank you for providing resources for Veterans on USS Reeves (DLG-24/CG-24) Association.



Visitors to your site looking for resources for Veterans might also be interested in *Make the Connection*, a U.S. Department of Veterans Affairs public awareness campaign designed to help Veterans overcome and seek treatment for mental health conditions.

Make the Connection provides extensive resources for Veterans suffering from mental health conditions, including:

[Video testimonials from Veterans](http://maketheconnection.net/stories-of-connection) (<http://maketheconnection.net/stories-of-connection>) from all eras and branches

Information on how to recognize and seek treatment for [mental health conditions](http://maketheconnection.net/conditions) (<http://maketheconnection.net/conditions>)

Train Discounts

On Amtrak, travelers 62 years of age and over are eligible to receive a 15% discount on the lowest available rail fare on most Amtrak trains. On cross-border services operated jointly by Amtrak and VIA Rail Canada, a 10% Senior discount is applicable to travelers aged 60 and over. Discount Limitations are:

- The senior discount is not valid on the Auto Train.
- The senior discount is not valid on weekday Acela Express trains.
- The senior discount does not apply to Business class, First class or sleeping accommodation. These upgrades are permitted upon payment of the full accommodation charges.
- The senior discount is not valid for travel on certain Amtrak Thruway connecting services.

For more information, go to <http://seniordiscounts.com/Business/AMTRAK/NA/NA/Serves-most-of-US/NA/38801.html> Mar 2014 ++]

Comment: We took the Empire Builder from Spokane to Milwaukee, and back, in 2011. Being first timers, we picked the Superliner Roomette for our outbound trip to Milwaukee. It's really suited to one person who isn't squeamish about sharing toilet and shower facilities. On the return trip to Spokane, we booked the Superliner Bedroom which was much more civilized. It has its own shower/toilet compartment, and a lot of privacy.

VA approved [treatment and support resources](http://maketheconnection.net/resources) (<http://maketheconnection.net/resources>)

We hope you agree that *Make the Connection* would be a good resource for your visitors, and that you'll add a link to <http://www.ussreeves.net/links.html>.

Thank you for your time.

Anthony Caccavale

The link to the Make the Connection website has been added to the Links page accessible from the main menu.

Make the Connection provides personal video testimonials and resources to help Veterans discover ways to improve their lives. The site also provides informational resources on mental health conditions such as [PTSD](#) and [traumatic brain injury](#), symptoms of problems such as [drug](#) and [alcohol abuse](#), and life experiences such as [transitioning from service](#) and dealing with [family and relationship challenges](#).

Valuable News Sources

As I have said before, the semi-monthly RAO Bulletin is an invaluable source of USN/DOD news for this newsletter. I strongly recommend every Veteran subscribe to this informative and timely source:

Lt. James "EMO" Tichacek, USN (Ret)
Editor/Publisher RAO Bulletin

RAO Bagueio, PSC 517 Box RCB, FPO AP 96517

Tel: (951) 238-1246 in U.S. or Cell: 0915 -361-3503 in the Philippines.

Email: raoemo@sbcglobal.net

Web Access:

<http://www.veteransresources.org>,

<http://frabr245.org> or

<http://vets4vets.zymichost.com/rao.html>



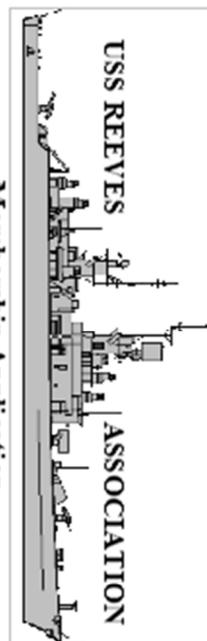
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 15709 N Sycamore St
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<http://www.ussreeves.net>

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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@comcast.net
[USS Reeves Association Website](http://www.ussreeves.net/association.html) (hyperlink)

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