



# THE IRONMAN—A DOUBLE ENDER’S NEWSLETTER

## Membership Scorebox

Current	81
Lifetime	11
Past Due	127
Snail Mail Ad- dresses Only	174
Email Address	516
Total Shipmates	4,158

**Dues Notice!**

Please be sure to check your mailing label or email notation. If it doesn't say Current or Life 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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## Night Fire At Sea by John Schmelzer

USS REEVES (DLG-24) was steaming unescorted enroute Tonkin Gulf from Subic Bay, RP. The ocean was calm. The mid watch had just been set. By all rights it was a beautiful night. But, we had a problem. Potentially, a serious one! Smoke was everywhere after amidships. Most likely a fire had started? But where? How serious?

These were the circumstances that REEVES sailors faced in early September 1967. We had left Subic Bay a day or so earlier and were steaming toward our duty station, which was most likely North Search & Rescue (NSAR). We had already spent quite a bit of time there over the previous 14 months.

What we will share with you now is about what happened that night and is based only on our individual recall of events. It will not be perfect in every detail because nearly 50 years has passed. It will also not be comprehensive because it will reflect only what we observed and/or experienced as individual sailors. Other shipmates had different experiences and perceptions about this event.

When smoke was noted, we went to General Quarters (GQ). The location of the fire remained unknown after all stations reported, “Manned and ready.” So, a systematic search was initiated to discover its location. It took some time but eventually the fire’s location was determined and damage control teams began fighting it. It was perhaps 45 minutes from the time general quarters was set to the time the fire was reported as extinguished. For

most aboard, it seemed longer than that.

The fire was located in the after SPG-55 missile radar’s amplidyne power room, which was one deck above and just forward of the 3”/50 gun mounts. It was evident by inspection that the fire had burned quite hot. The heavy steel shelving that supported the amplifying equipment, which had been about 7 feet high before the fire, was only about 2 feet high after.

REEVES was damaged but still serviceable. We spent the next couple of days sprucing her up, including repainting fire damaged bulkheads, decks and other gear. We continued on to NSAR and completed our tour, which may have been abbreviated because of fire damage. The fire knocked out the aft 55 radar, making the aft missile launcher basically ineffective. It is likely that other important ship systems were also compromised by the fire, but those details are lost in nearly 50 years of fog.

We entered dry dock when we returned to Yokosuka and remained there for about 5 weeks. There had been a lot of damage, probably more than most of us had realized.

We do not know if the cause of the fire was ever determined with certainty. At the time, there was speculation that it may have started from spontaneous combustion. We had taken aboard electronic parts in Subic Bay that were packed in straw-like material and placed in wooden crates. The crates were apparently exposed to

*(Continued on page 4)*

## The President's Page



Greetings to the Reeves Association Family

Winter 2017 is still upon us, and there's not too much shaking with the association. This being a non-reunion year always makes it kind of tough to come up with decent material for the Winter / Spring edition Presidents Page. Hopefully as winter goes away, the newsworthy material will improve. But for now, it's not much help.

I was recently reflecting back on the last reunion in San Antonio. Seems like we no sooner got back from San Antonio when the hype for the combined Thanksgiving / Christmas / New Year holiday season took over. That added to the cold of winter, and suddenly the warm sunny days of our San Antonio reunion were just a memory. So after a couple of months of pure distraction and cold weather, it's actually nice to get back to reunion memories. Zipping through all the pictures sure helps to fill in the blanks where memories fail, and it reminded me of time well spent with shipmates. I'm sure everyone will agree that it was one of the very best, if not THE best, reunions we've had, and now comes the work of keeping everyone in tune with doing it again in 2018. Of course that will all be much easier

when we have the details of when and where we get a chance to do it again.

The work of next reunion planning is in the very early stages of progress, so there's not yet much to report. The RFP (request for proposal) paperwork has been fully updated with the latest lessons learned from San Antonio. The RFP is a living document that grows with every reunion to capture every nuance we learned along the way, and to make sure we have the best bargaining position for our next conquest. It seems simple enough, but it's all so easy to not remember, or forget to ask for something that worked well the last time out. Keeping the RFP in shape helps us to explain exactly what we want and need from any prospective vendors, and keeps us from settling for anything less. Since you always have to be careful of what you ask for, it's important to make sure we don't lose track of what the questions should be. Our thanks, yet again, to Mike Robertson for the un-noticeable things that get done in the background, as we all benefit from his attention to detail. So for now, we're right where we need to be.

On the what's new end of things, this is the first edition of the Ironman Newsletter that will be produced by our new editor. Please join me in welcoming Bob Van Der Kamp as our new editor, and join me in thanking him for volunteering to take over the

task. Mike Robertson has produced the Ironman Newsletter from its inception, and has done a fine job over the years. We have to support Bob to keep the newsletter successful, and we can do that best by supplying him with articles, pictures, stories, and letters to the editor to make his job easier. It doesn't sound like much, but just imagine trying to pick up where Mike Robertson left off, and suddenly trying to fill that void. While it's true that Mike is still supporting the effort, it's also true that Bob has his work cut out for him to get through his first few editions. If you can think of any relevant, or even not so relevant, stories to share, please get them to us. If they are not in publication shape, send them along anyway and between us, we can re-write whatever you have to make it presentable. We all need to pitch in and help Bob be successful.

Thanks again for the fond memories of San Antonio, and I look forward to attending an even better reunion in 2018.

Here's wishing you Fair Winds and Following Seas  
//tom

Tom Bailey BT2 (SW) 84-87

### This newsletter is published by:

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

## Life Memberships

At the 2014 reunion in Portland, shipmates voted for a Life Membership.

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

The schedule is simple:

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

We have eleven life members.

Emails, Etc.

December 7, 2016

Dear Tom, Gerry and Jeff,

I can't tell you how much it meant to me that you gentlemen took the time and effort to come all the way across town to visit Claire and me during all the festivities of the Reeves reunion here in San Antonio. Nor can you imagine the thrill and the pure sentimental joy that the presentation of the Cap, the Shirt and the Challenge Coin means to me!

If I had to boil down my thoughts about your visit and The Reeves and its crewmembers, it would be the continuity that was displayed in Bremerton, Washington and she was placed in service some fifty-two years ago, until the commissioning pennant was hauled down and she was stricken from the Naval Register. The kindness shown with your visit displays that spirit in the best way. Thanks You! Please relay my thoughts to Mike and Lori Robertson for their untiring effort to insure that the Reeves Association would survive the lean years. BZ—Thank you Mike!!

I must apologize for the gross delay in getting this letter off to you. It seems that things conspire to thwart the best intentions. The time lapse is not indicative of my feelings about what you all did. Thanks you once again for your thoughtfulness and kind efforts.

Warmest regards,

Woodie  
W.C. Stegall  
18323 Sonterra Place  
Apt. 4405  
San Antonio, TX 78258

Facebook: Shane Gilbert posted on your timeline

Well, I'm at Emergency Room at the Local Hospital ~~444~~ 😊

There goes all my bloody plans down the S-bend. ... 😊

Awesome start to the Christmas holidays 😊

Yesterday was not a good day. I decided to go horse riding, something I haven't done in many years. It turned out to be a big mistake! I got on the horse and started out slowly, but then we went a little faster; before I knew it, we were going as fast as the horse could go. I couldn't take the pace and fell off, but caught my foot in the stirrup with the horse dragging me. It wouldn't stop. Thank goodness the manager at Toys-R-Us came out and unplugged the machine. But he had the nerve to take the rest of my change so I wouldn't attempt to ride the Elephant. How many of you actually read what I wrote? If you did, copy and paste for someone else to get a laugh!

Facebook via Gene Clark

Yesterday, while setting up my new Apple i7 cell phone, I received messages from 2014 that my old droid phone failed to deliver. One message was from a woman asking me if I was a FMF Corpsman years ago. I replied even though the message was several years old. To my surprise she responded within two hours! I told her that yes I was a FMF Corpsman but that was back in the 1960's. She then told me that she had seen postings by me and that her father said my name was familiar to him. Long story short, turns out that I had treated him for a gun shot to his back in the Dominican Republic in May, 1965. He says I saved his life! I never knew the status of most of the Marines I treated but

53 years later I KNOW I made a difference in their lives!

Made my Day, my Week, and my month!

**A Dog's Plea**

Treat me kindly, my beloved friend for no heart in all the world is more grateful for kindness than the loving heart of me.

Do not break my spirit with a stick, for though I might lick your hand between blows, your patience and understanding will more quickly teach me the things you would have me learn.

Speak to me often, for your voice is the world's sweetest music, as you must know by the fierce wagging of my tail when the sound of your footsteps fall upon my waiting ears.

Please take me inside when it is cold and wet, for I am a domesticated animal, no longer accustomed to bitter elements. I ask no greater glory than the privilege of sitting at your feet beside the hearth.

Keep my pan filled with fresh water, for I cannot tell you when I might suffer thirst. Feed me clean food that I might stay well to romp and play, to walk by your side and stand ready, willing and able to protect you with my life.

And, my friend, when I am very old, and I no longer enjoy good health, hearing and sight, do not make heroic efforts to keep me going. I am not having any fun.

Please see that my trusting life is taken gently. I shall leave this earth knowing with my last breath I draw that my fate was always safest in your hands.

From Shipmate Ron Brown (BM3, 1964-1966

(Continued from page 1)

### A Fire at Sea

rain while in Subic. The crates were stored in the after amplidyne power room, which was relatively poorly ventilated.

#### **John Schmelzer, GMG2 (1965-1968):**

My GQ station was Mount 31 gun repair. Although Mounts 31 and 32 reported manned and ready, it was difficult to tell who was who because we were engulfed in a thick, very black, acrid, choking smoke that was pouring out of the exhaust vents that were just forward of the mounts. The situation was reported to the bridge and the gun crews were moved forward to the focsle to allow the damage control teams to engage unhindered. I recall thinking the fire must be close to the frames around the exhaust vents.

It was different on the focsle. Eerily different. REEVES was lit up. We never showed white lights underway. It was quiet. I was sitting on the deck leaning against the capstan trying not to get greasy. I wondered what was happening abaft. Why isn't the fire out by now? I wondered where the fire was located?

The first information from the bridge was the bearing and distance to the closest land. (Whoa! That was different!) We heard that a couple of times but still no information about the fire. What is going on?

Finally, after what seemed a long time but probably wasn't, the location of the fire was announced. It was the amplidyne power room. Its electronic equipment powered the after 55 missile radar. Well, that made sense to me because that power room was just forward and one deck above the exhaust vents that were spewing so much smoke. "Now let's get that fire out!" I didn't give its location a second thought. I should have.

A few seconds after the fire's location was announced, GMG1 Vance Gary (Andy) Anderson (1966-1968), lead Gunner's Mate on the 3" mounts, approached and asked me about the fire's location, which I repeated to him. Then he asked me what I should have asked myself, but didn't. He asked me what the frame number was for the 3" ready magazine, which served both Mounts 31 and 32, contained about 900 rounds, and had no automatic sprinkler system.

I didn't answer him. I just looked at him and then began running down the starboard side to Mount 31. (We ran to the ready magazine because it was only one deck below and 2 or 3 frames aft of the amplidyne power room. It was close to the fire! Moreover, while the explosive charge in a 3" round was fairly heat stable, its propellant was not. "Cook-off" was a possibility.) The access hatch to the ready magazine was adjacent to Mount 31. I had the key to the magazine hatch lock. I unlocked the hatch and Andy, I and perhaps other GMGs entered the magazine. No one made it very far into the magazine. It was incredibly hot in there, especially toward the forward bulkhead that was closest to the fire.

After exiting the magazine, Andy told Mike Beverly (GMG3), who was on the phones by then, to notified the bridge and request permission to engage the manual sprinkler system. We waited for orders but when no orders were forthcoming after the third request, Andy cut the valve seal and opened the sprinkler valve on his own initiative. Shortly thereafter the order came confirming the action. Once that valve was opened I felt a whole lot better about our prospects for seeing the sun rise with REEVES under our feet.

Before we entered dry dock, we off-loaded all the 3" ammunition. I was working in the ready magazine during the off-load, and I remained in there for a while after all the rounds were

off-loaded. I believe I was thinking how fortunate we had been. The longer I looked at the forward bulkhead and the overhead, which were both obviously heavily damaged, the stronger my belief in our good fortune became. Then I thought, "I'm glad Andy thought to ask me what the frame number was for the ready magazine."

#### **David Holtz, RD3 (1965-1968):**

I had just got off watch and was sitting in the radar sleeping compartment, talking to one of my shipmates. Then I heard, "Away the inport fire detail!" My shipmate and I looked at each other and one of us said, "What the hell does that mean?" Then general quarters was sounded. As we went up to the combat information center we noticed all the smoke. Soon after entering CIC we were made aware by the bridge that the fire's location was unknown. After a period of time, someone in the fire control radar room started shouting that the temperature in a space near the ready ammo room was going up. Shortly after that the fire was located and subsequently extinguished by the damage control team. The smoke had been spread throughout the ship by fan rooms in the area of the fire.

#### **Mike Beverly, GMG3 (1966-1968):**

Some time after midnight came the worst wake-up call I have ever experienced. "General Quarters, General Quarters. This is not a drill. All hands man your battle stations." Everyone in our sleeping compartment hit the deck running. I'm not even sure if any of us had on shoes or shirts.

I went topside through the hatch leading onto the fantail. The smoke was thick and acidic smelling as I climbed the ladder to get to Mount 32, where I was mount captain. When the mount was fully manned I called CIC and requested permission to move the gun crew forward. Permission was granted

and the gun secured. Smoke was pouring out of the vents forward of the ready service room as we made our way to the focsle.

After some time forward, GMG3 Virgil Hussey (1966-1968) and I joined Andy and John at the ready service room. John had already unlocked the room and he and Andy entered to check the temperature, which was steadily rising because the fire was immediately forward and above. Evidently it was pretty hot, so Andy suggested flooding the room. I was on the phone with CIC and requested permission to activate the sprinkler system. After three requests and three "Wait ones," Andy took it on himself to execute the sprinkler. Permission from the bridge was granted after the fact.

We knew it could have been disastrous to wait because there were approximately 1,000 rounds of V.T. frag (proximity fused) and H.E. (high explosive) ammunition stacked against the forward bulkhead just aft and below the fire.

One of the worst parts of the whole ordeal was having to take the ammunition out of the ready service room, remove the rounds from their aluminum canisters, rinse the rounds and canisters with fresh water, and hand dry each one. Seems like we worked 18 or 20 hours doing just that.

#### **Tom Sullivan, QM3 (1966-1969):**

My G.Q. station was helmsman on the bridge. My memory of the "fire event" is limited to the amount of communications going on around me with the Captain/staff-related to efforts to locate and then suppress the fire as quickly as possible! Although there was an extremely high level of anxiety, stress and uncertainty, the Captain, officers and enlisted crew conducted themselves in a controlled and professional manner throughout the episode.

#### **Paul Moore, LTJG, Missile Officer (1966-1969):**

The information that follows on the USS REEVES fire is based on my personal junior officer log. These are actual dates and times on the fire and through its repair and back to full strength.

My GQ station was in CIC at the missile console.

**1030 9 September 1967:** REEVES entered Subic Bay, Philippines to take on our search and rescue helicopter and crew for the trip to North SAR station in the northern part of the Gulf of Tonkin.

**10 September:** I had just gotten off the 2000-2400 bridge watch as the OOD and just settled down in the Ward Room to watch a movie when GQ was sounded because of a fire somewhere aboard ship. All stations were properly manned, but the location of the fire was still undetermined. The aft part of the ship was extremely filled with smoke. It took 45 minutes to locate the fire in the #5 (AN/SPG-55) missile radar's amplidyne power room as mentioned by **John Schmelzer, GMG2**. There were many heroes that night in saving the REEVES from a real catastrophe, and GMG2 Schmelzer was one of them along with GMG1 Vance Gary (Andy) Anderson, lead Gunner's Mate on the 3" mounts, in understanding what space the fire was in and the danger with the 3" 50 ammo and where it was stored. They actually made the decision to flood the space and were in the process of doing so when the permission came down from the Captain to do so. The fire left us without the use of the aft missile fire control system. If necessary, we could still have cross connected the aft launcher with the forward radar control.

The damage was assessed at \$500,000 at the time.

During the fire the Captain asked for the nearest land and it was Hainan Island, China. Not the ideal choice to

head toward. Once the fire was out and the bulkhead cooled, the Captain ordered the deck crew to paint the bulkhead area damaged by the fire so that when we pulled into Danang on 12 September (two days later) one could not observe damage to the ship from shore. He did not want the possibility that a Vietcong spy pass the word on to the leaders in the North that a SAR ship was damaged and try to take advantage of the REEVES.

**1500 12 September:** Departed Danang to rendezvous and relieve USS WORDEN (DLG 18) for SAR duties in the northern part of the Gulf of Tonkin. On 13 September at 0800 we arrived at South SAR to relieve WORDEN. At 1000 we completed the transfer of duties from WORDEN to REEVES and proceeded to North SAR. We were relieved one week early by USS PRATT (DLG 13) on 6 October so that we could proceed to Yokosuka, Japan for repair to the fire damaged areas of REEVES.

**0900 8 October:** REEVES moored STBD side to Alava Pier, Subic Bay to off load our SAR helicopter crew. Departed three hours later at 1200 enroute Yokosuka where we will have our long awaited Restricted Period of Availability for ship repair.

**0645 12 October:** Stationed the Special Sea and Anchor Detail and anchored at the AMMO Anchorage in Yokosuka bay to offload all 3" ammo and small arms ammo. 1100 stationed the Sea Detail for entering port. 1230 moored wet dock 5.

- 17 October, shifted berth to Dry Dock No. 4.
- 18 October, Dry Dock No. 4 was drained and REEVES was allowed to settle onto blocks. No problems were encountered. Repairs commenced at this time.
- 6 November, repairs were com-

*(Continued on page 6)*

## FY 2017 Financials

### FY 2017 Operating P&L To Date

#### Income

Dues	\$140
Lifetime	\$600
Donations	\$30
Ship's Store	\$14
Misc	\$4
Cost of Goods	-\$6
<b>Total Income</b>	<b>\$782</b>

#### Expense

Advertising	\$54
Bank Srv Charge	\$217
Newsletters	\$68
Misc	0
<b>Total Expense</b>	<b>\$339</b>
<b>Net Income</b>	<b>\$443</b>
<b>Net Assets</b>	<b>10,194</b>

#### Charitable/Educational Objectives

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

## Shift Colors

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

(Continued from page 5)

#### A Fire at Sea

pleted and commenced flooding of dry dock. Watch was set in all compartments below the water line. No leaks were detected.

- 6 November shifted on "cold iron" to Birth 8.
- 13 November shifted, "cold iron", STBD side to Birth 10. Pilot had to call in two extra tugs due to high winds to control REEVES during this move.

**0800 24 November:** USS REEVES (DLG 24) was underway to conduct ASW ASROC Exercises. First ASROC was fired since arriving in WESTPAC a year and a half earlier. All information pointed to a successful launch.

**24 November:** After successful launch of ASROC, USS REEVES is now back in full repair and full strength, proceeding to the Gulf of Tonkin via Subic Bay for its normal Search and Rescue duties.



A Dog's Plea (Cont. from page 3)

Ron & his best friend, Smokey, fishing on Lake Ontario in New York

## Reeves to the Rescue

REEVES was leaving port for training on the open seas. A tanker was returning to port, passing to our port side, when on board REEVES the P.A. system (1MC) passed, "Man overboard port side. Man the lifeboat." REEVES port lookout had spotted a sailor fall overboard from the tanker.

Being coxswain of the lifeboat crew, I headed for the lifeboat as did my bowhook, a signalman with flags to talk to the REEVES, plus a corpsman [and an engine-man]. There was CAPT Stevens standing outside the pilot house by the starboard lookout with the P.A. system mic in his hand. CAPT Stevens calls out over the P.A. system, "Put the boat to the rail!"

The four of us got into the lifeboat and donned our lifejackets. Again, over the P.A. system, CAPT Stevens said, "Put the boat in the water!"

We proceeded to where the sailor had fallen in the water. REEVES told our signalman, "Pick up the sailor and return to REEVES."

The corpsman checked the sailor out and found him to be O.K. REEVES in the meantime had made contact with the tanker, and we were instructed to turn around and return the sailor to his ship.

We returned to the REEVES. Our job was done.

From Shipmate Ron Brown (BM3, 1964-1966)

# Ship's Store

*Ships Photos (\$10) + s/h*



1968— Entering Sydney Harbor



1985—Yokosuka from Australia



1975—Departing Pearl Harbor



1992—Seattle Sea Fair Festival

*Challenge Coins (\$14) + s/h*



*Ball caps (\$12 each) + s/h*

2009—San Diego

2010—Chicago

2012—Charleston

2016—San Antonio



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

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

*Mousepads (\$10) + s/h*

*Ship—DLG 24*

*Ship—CG 24*



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

Price	S/H	Total	Description
		Total	

**Shipping and handling:**  
Shipping is via USPS Priority or Fedex. Please add the following for each item to cover the Association's packaging and postage costs:

- Photos: \$2 per photo
- Ball caps: \$4 each
- Mousepads: \$3 each
- Challenge Coins: \$2 for 1, \$.50 for each additional coin
- Shirts: \$5 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

## Birth of the Reeves Ironmen

Re-printed from the 2012 Winter edition of "The Ironman – A Double Ender's Newsletter" (newsletter of the USS Reeves Association)

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 unofficial 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 breakaway 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 1MC 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 something I'll never forget. Apparently it was equally impressive to the crew of the Ponchatoula, as there were plenty of her crew manning 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 mac. 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 became the Reeves!

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

**USS Reeves naming issue**

Email chain

**From:** Tom Bailey  
[mailto:aloha592@yahoo.com]  
**Sent:** Tuesday, November 1, 2016 6:32 PM  
**To:** JMille <jmille@zoominternet.net>  
**Cc:** TomBailey@USSReeves.net; GerryHines@USSReeves.net; EricWenzel@USSReeves.net; MichaelRobertson@USSReeves.net; GaryHinthorne@USSReeves.net  
**Subject:** Re: USS REEVES DLG/CG-24

Nice work.....

On Nov 1, 2016, at 11:02, JMille <jmille@zoominternet.net> wrote:  
Just a tid-bit of info for the USS REEVES Association,,,, While browsing some Navy sites, came across "Tin Can Sailors" which had a USS REEVES DLG-24 listing. It's info had T J Reeves as namesake. I contacted Mr. Terry Miller at Tin Can Sailors, Inc. with the correct information. As of last response from him, the info on their site will be updated! Not a National Security issue, but a victory over Bureaucracy!!!! Thought you'd like to know  
Sail on Sailors  
John Miller

**From:** Terry Miller  
[mailto:dd836@ymail.com]  
**Sent:** Tuesday, November 1, 2016 11:50 AM  
**To:** JMille  
**Subject:** Re: USS REEVES DLG/CG-24

I got a quick response from NH&HN. Robert Cressman checked and found the DANFS listing to be misleading so he will try to fix it. The DE was named for the MoH recipient, Thomas James Reeves and the DLG was, as you thought, named for the admiral. Thanks for bringing this up. It's good to set the record straight. I won't wait

for NH&HC but will change our posting accordingly.

Terry

**From:** JMille  
<jmille@zoominternet.net>  
**To:** 'Terry Miller' <dd836@ymail.com>  
**Sent:** Monday, October 31, 2016 6:56 PM  
**Subject:** RE: USS REEVES DLG/CG-24

Terry,  
Just happened to be browsing the "Tin-Can Sailors" site and noticed the posted info. Appreciate your need for accuracy. Not positive, but I believe the info on our website at <http://ussreeves.net/index.html> is accurate and may have been included in the Commissioning booklet. Most links for USS REEVES DLG-24 will take you to this site. Not that it's a matter of National Security or anything like that, more so a matter of pride, and I'm sure you can understand that.

Thanks for your response  
John Miller

J. Miller,

The Navy says it was Thomas James Reeves. The Dictionary of American Naval Fighting Ships (DANFS) is produced by the Navy through the Naval History & Heritage Command. This is the entry for DLG/CG-24:

<https://www.history.navy.mil/research/histories/ship-histories/danfs/r/reeves-ii.html>

This is where the entry that we have come from.

Do you have documentation to show that it should have been Vice Admiral Joseph Mason Reeves that I can present to the Naval History & Heritage Command? We have found errors in the DANFS entries in the past so I don't take their word as gospel but I will need documentation if we are to prove to them that what they have is in error.

Terry Miller  
Executive Director  
The National Association of Destroyer Veterans  
Tin Can Sailors, Inc.  
PO Box 100  
1077 County Street  
508-677-0515  
508-676-9740 fax  
<http://www.destroyers.org>  
[terry@destroyers.org](mailto:terry@destroyers.org)  
or [dd836@ymail.com](mailto:dd836@ymail.com)

**Subject:** USS REEVES DLG/CG-24

**Date:** Fri, 28 Oct 2016 10:34:44 -0400

**From:** JMille <jmille@zoominternet.net>

**To:** [tcs@tincans.org](mailto:tcs@tincans.org)

LEAHY Class Frigate/Cruiser named for Vice Admiral Joseph Mason Reeves, not Thomas James Reeves. Minor correction but necessary for Reeves Crews

Thank you,,  
J. Miller EN3 (1967-1969)

## Pentagon to Open Online Exchange Shopping to Vets in 2017



Military.com | Aug 16, 2016 | by Amy Bushatz

A Defense Department retail board has given the green light to a plan to open online exchange shopping to all honorably discharged veterans, with hopes of starting the program on Veterans Day in 2017.

The move, originally proposed by the [Army](#) and [Air Force](#) Exchange Service in 2014, was approved by the Executive Resale Board early this month. The board unanimously voted to ask the Pentagon to update its policy regarding patronage rules.

Pentagon officials confirmed that the proposal is still under consideration.

The board's decision was an-

nounced in an Aug. 12 email newsletter from the American Logistics Association, which lobbies on behalf of companies that do business with the exchange and commissary systems.

Opening the Exchange to the about 20 million honorably discharged U.S. veterans comes with a strong business case, Exchange officials have said.

The move could produce between \$226 million to \$1.13 billion in annual sales, according to the 2014 proposal. It could bring as much as \$108 million annually in support for MWR programs, which rely on exchange dividends for the bulk of

their funding across the services, it says.

However, opening commissary shopping to honorably discharged veterans isn't included in the proposal.

Unlike the exchanges, the Defense Commissary Agency relies on a \$1.4 billion annual taxpayer subsidy to operate. Because goods there are sold at cost plus a 5 percent surcharge, [increasing the customer base to all veterans](#) would result in higher taxpayer costs under the current operating system.

## Taps and SALUTE TO ALL VETERANS from Paul Moore

Subject: Fwd: [Fwd: FW: Fwd: Taps-  
And SALUTE TO ALL VETERANS]

I thought of my Shipmates on the  
Reeves when I saw this and had to  
pass it on.

All the best for the Holidays to all of  
you,

Paul

Near the bottom, as you scroll down,  
are the words. The first stanza fre-  
quently comes to mind at sundown...  
I never knew ... DID YOU?

If any of you have ever been to a mili-  
tary funeral in which taps was played;  
this brings out a new meaning of it.  
Here is something Every American  
should know. Until I read this, I didn't  
know, but I checked it out and it's  
true:

We in the United States have all heard  
the haunting song, 'Taps...'  
It's the song that gives us the lump in  
our throats and usually tears in our  
eyes.

But, do you know the story behind the  
song? If not, I think you will be inter-  
ested to find out about its humble be-  
ginnings.

Reportedly, it all began in 1862 dur-  
ing the Civil War, when Union Army  
Captain Robert Elli was with his men  
near Harrison's Landing in Virginia.  
The Confederate Army was on the  
other side of the narrow strip of land.

During the night, Captain Elli heard  
the moans of a soldier who lay severe-  
ly wounded on the field. Not knowing  
if it was a Union or Confederate sol-  
dier, the Captain decided to risk his  
life and bring the stricken man back  
for medical attention. Crawling on his  
stomach through the gunfire, the Cap-  
tain reached the stricken soldier and

began pulling him toward his encamp-  
ment.

When the Captain finally reached his  
own lines, he discovered it was actual-  
ly a Confederate soldier, but the sol-  
dier was dead.

The Captain lit a lantern and suddenly  
caught his breath and went numb with  
shock. In the dim light, he saw the  
face of the soldier. It was his own son.  
The boy had been studying music in  
the South when the war broke out.  
Without telling his father, the boy en-  
listed in the Confederate Army.

The following morning, heartbroken,  
the father asked permission of his su-  
periors to give his son a full military  
burial, despite his enemy status. His  
request was only partially granted.

The Captain had asked if he could  
have a group of Army band members  
play a funeral dirge for his son at the  
funeral.

The request was turned down since  
the soldier was a Confederate.

But, out of respect for the father, they  
did say they could give him only one  
musician.

The Captain chose a bugler. He asked  
the bugler to play a series of musical  
notes he had found on a piece of paper  
in the pocket of the dead youth's uni-  
form.

This wish was granted.

The haunting melody, we now know  
as 'Taps' used at military funerals was  
born.

The words are:

Day is done.  
Gone the sun.

From the lakes  
From the hills.  
From the sky.  
All is well.  
Safely rest.  
God is nigh.

Fading light.  
Dims the sight.  
And a star.  
Gems the sky.  
Gleaming bright.  
From afar.  
Drawing nigh.  
Falls the night.

Thanks and praise.  
For our days.  
Neath the sun  
Neath the stars.  
Neath the sky  
As we go.  
This we know.  
God is nigh

I too have felt the chills while listen-  
ing to 'Taps' but I have never seen all  
the words to the song until now. I did-  
n't even know there was more than  
one verse . I also never knew the story  
behind the song and I didn't know if  
you had either so I thought I'd pass it  
along.

I now have an even deeper respect for  
the song than I did before.

Remember Those Lost and Harmed  
While Serving Their Country.

Also Remember Those Who Have  
Served And Returned; and for those  
presently serving in the Armed Forc-  
es.

Please send this on for our soldiers ...  
please don't break it.

I didn't!



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

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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:

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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](mailto:michael.d.robertson@comcast.net) (hyperlink)

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