

October 2008

Volume 2, Issue 1

THE IRONMAN—A DOUBLE ENDER'S NEWSLETTER

Newsletter Content

This newsletter reports on the 2008 Reeves Reunion in Washington, DC., the future of the Association, and our next reunion plans.

Read the report on "four days in DC."

A new slate of officers has been elected - read the new President's Message.

A ship's store has been started - ball caps, shirts, books, lifesavers, etc.

There is a new association mailing address and list of contacts.

Check out the new Reeves group at Yahoo.

INSIDE THIS ISSUE:

President's Message	2
Shipmates' eMail	3
Reunion 2009	4
Reunion Planning	4
New Ship Photo	5
Reunion Stats	5
Reflections	6
From the Past	7
Membership App	8

Special points of interest:

- Attendees at Crystal City in 2008
- San Diego in 2009?
- Building the Association
- Members, Dollars and Sense
- Vietnam

A Small 2008 Reunion Is A Huge Success

By Gerry Hines FTM2 "64-68"

Arriving in Washington, DC at 5PM Thursday and hitting the rush hour traffic, getting to the hotel and finding that due to low turnout that the tours had been canceled. I was thinking that this is not going to be a good weekend. However, when we found the hospitality room Lorri Robertson was putting out a feast on the table and shipmates from over 3 decades of Reeves sailors greeted me like long lost friends, my attitude did an about face and took off in a positive direction.

Bruce Isaak, Kurt Stuvengen and I along with our wives formed our own tour group the next morning and went off to see the sights. Our bus driver, Tom Brown, proceeded to test our knowledge of the nation's capital (which we failed miserably) while showing us all the things about this country that we Americans can be proud of. We were tested so thoroughly that we took to calling him Professor Brown. We had him drop us at Arlington Cemetery and we continued learning on our own. We found the usual tourist stops there, Kennedy grave site, changing of the guard at the unknown soldier, etc. It was amazing to learn that they do an average of 25 funerals a day.

Back at the hotel, Lorri still had the feast out, the sea stories were beginning to spill forth with more regularity and new friends were starting to become old friends.

Saturday found us trying to master the Metro subway system. The yellow line was down for the weekend so we went blue to green to red and arrived at the

doorstep of the Navy Memorial and Museum. Very interesting place, we all signed the log and toured the exhibits. There was a WWII vet working the desk who had been the skipper of a landing ship. He told of bolting the two halves of the ship together in Pearl Harbor, doing a trial run around the harbor and then heading for Guam. I could have spent hours talking to him. It was very humbling to have him thank me for my service, those guys went through more than I can imagine. On that subject I was amazed at the number of times as we traveled about with our Reeves Reunion hats how many young servicemen that we passed thanked us for our service. The most humbling of all was the Purple Heart Association vets at the hotel when finding that some of us were Viet Nam vets welcomed us home and thanked us for our service. These were guys with missing arms or legs or other injuries that made sacrifices way beyond my many hours of boring watches up in the gulf.

Sunday morning found us at the business meeting. Many ideas and suggestions were passed back and forth. I feel some very positive changes have been made that hopefully will help the organization grow. New officers were elected, next years reunion site picked etc. all of which will be explained by somebody else in the news letter.

That afternoon before the banquet we went to the new Pentagon memorial that was just dedicated on September 11. It is beautifully done and as the trees grow and complete the effect it will only get better.

(Continued on page 5)

The President's Page

Greetings, Shipmates.

We elected a BT? to be our President? You're kidding, right? Well before you get too concerned, let me tell you a little about how the 2008 reunion went, and how we got there. The 2008 Reeves Association Reunion was held in Crystal City, Virginia on September 11-14. The reunion was held at the Holiday Inn near Reagan National Airport, which put us within easy striking distance of Washington DC, Arlington VA, and the Washington Navy Yard. There was plenty of neat stuff to see and do with easy travel distance. Our reunion hosts, Mike and Lorri Robertson, did an excellent job in making all the reunion arrangements, maintaining the hospitality suite, and provided an atmosphere that was very welcoming to both our shipmates and their wives.

It's easy enough to picture the reunion as a complete success, as those who were able to attend had a pretty good time enjoying the company of former shipmates, while also taking in the sites. The numbers were a little down from the 2006 reunion in Longmont, Colorado. However, the reduction, at least from my perspective, was not necessarily a negative. We were pretty well represented with a col-

lection of Reeves Sailors, from Plank-owners through the 80's. The smaller crowd essentially provided an opportunity for the DLG and CG factions to spend more time speaking directly to each other, instead of gathering in their own circles. A few evenings spent together over a few beers made for some lively conversations, and a chance to



Guest Speaker Tom Wildenberg (*All The Factors Of Victory*). Note the solitary table for our silent guests of honor, the POW/MIA.

appreciate that we all have a common bond. The outcome was that the years we were onboard were not nearly as important as the fact that we were there. What was not easily ignored was the attendance trend between Longmont and Crystal City. The reduction in numbers over a two year period was a serious warning that the organization could be in jeopardy. It was commonly agreed that we want to continue the organization, and that we have to take some positive actions to prevent it from slipping away.

The business meeting on Sunday morning proved to be quite a forum for everyone to discuss our path forward. There was a healthy amount of debate and speculation over how to sustain the organization while trying to build membership. We started in with annual dues, worked through reunion timing, newsletters, web page issues, ships store, and finally elections. The consensus on dues was that we need to provide sufficient funding to keep the organization

functional. We went from low to high, and much debate, before settling on \$20.00 a year. This is the minimum to sustain newsletters and administrative costs. The next issue was reunion timing. The consensus was that we should go to annual reunions, trying to alternate coasts as possible. We decided the 2009 reunion was to be held in San Diego to gather in our west coast members (more to follow on that one). We stuck with a printed newsletter to go out quarterly to paid members. First issue to everyone on our rolls then paid members from then on. The web site contamination issues are being resolved. We discussed a number of items that the ships store could offer to suit our shipmates, and agreed that ball caps and shirts would be a good starting point.

Then there was an election of sorts. Mike Robertson (LTJG CICO 73-75) was elected to become Treasurer, and volunteered to take on the job of Historian. As the treasurer, Mike has a handle on the finances, knows where everything is, and to whom we owe what. Michael Lalanette (RM2 72-73) was elected to Recording Secretary, and volunteered to take on management of the Ships Store. Michael has experience as the former VP and with ships store items. Jeff Wofford (FTM2 75-80) was elected as Vice President. Jeff brings business management experience, and a leadership role in a flight museum. Yours truly, Tom Bailey (BT2 / 84-87) was elected as President. I bring more than a few years of team leadership skills and organizational experience to the process, along with a knack for making things work. Jeff and I were both very vocal on issues discussed during the business meeting, but overall we can both be accused of not knowing when to be quiet. I know I speak for both of us when I say we are dedicated to making this work. But don't be

(Continued on page 3)

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All comments, suggestions, submissions
and criticism are welcome.

My email is always open...

eMail From Our Shipmates —

The Second Reunion of the USS Reeves was, in my opinion, a huge success. The location was outstanding and accommodations were great. I enjoyed talking to the attendees and sharing stories. I appreciate your efforts to grow the Association.

If it is one of the things that you are permitted to do, when time permits, I would appreciate the names of the attendees and their email address.

Again, thank you for a great reunion.

Otis L. Spencer (HMC 66-67)

* * *

I was in Africa for work the last few weeks, with plans to return to DC last Thursday; however, my trip was extended while I was in the field so I didn't return until yesterday. I feel bad to have missed this event, I hope it went well.

Is there any follow-up information? Or a list of folks who made it.

Again, my apologies.

Cheers,

JB Collier (DCA 87-89)

* * *

I have to admit, I was a little apprehensive about going to the reunion. That was the first ship's reunion I have gone to and I wasn't sure what to expect.

What I got was a good time, a chance to catch up with a couple of old friends and to make new friends that have similar interests.

The Reeves was an important part of my life. I showed up as a wet-behind-the ears

kid, and left as a man with a purpose in life. This is the biggest reason that I am glad to get involved.

I agree with you that we can probably handle a lot of the planning and execution of the next reunion. We have to remember that this is not rocket science. We can contact several hotels in the area and look at room rates. Most of us are familiar enough with the area to look into activities to do during the reunion. I think we'll be fine. Worse case is that we screw up, and we'll know better the next time.

Anyway, I will do what ever I can to help and I look forward to getting back together.

Jeff Wofford (FTM2 76-80)

Ed. You weren't any more apprehensive than we were putting this reunion together.

* * *

We departed on Monday morning for Reading PA. Had a nice visit with my mother and sister. We had planned to leave Friday morning for Myrtle Beach but cancelled that trip and our visit to Jacksonville, FL. We came home to Pensacola by way of the Skyline Drive and one day on the Blue Ridge Parkway. Adjusted our route one more time and came down thru central NC and SC and eastern GA as the TV was telling of gas shortages in TN and AL. Arrived home last night. Put over 3,000 miles on the car in the 16 days we were gone.

Take care and hope to see you and Lorri in San Diego.

By the way I plan to use the 50/50 money as seed money for 30 children's shirts for the Ships Store. I have briefly discussed this with Tom Bailey and Jeff Wofford.

Don Carunchio (RD1 64-68)

* * *

I had a Great Time at the Reunion in Crystal City VA, Washington sure has grown since I was there last. It was wonderful to go the Naval History Museum and spend some time with Bob V and Jeff W. Please write back Bob Vander Camp's e-mail contact info.

I thought it was great to have Thomas Wildenberg, "All the Factors of Victory: Admiral Joseph Mason Reeves and the Origins of Carrier Airpower" Speaker.

Whatever the Reeves Association can do to promote Admiral Joseph Mason Reeves being named another ship – should be done.

Brian Campbell (FTM2 77-79)

Ed. That, Brian, is a tall order. I'm a member of the USS Forrest Sherman Foundation. During our efforts to save the original DD-931 (last of the gunships) from a Sinkex and placed on donation hold, Navy Secretary England decided to name the next new-construction Arleigh Burke class, DDG-98, for Admiral Forrest Sherman. It can mean moving mountains...

* * *

President's Message (continued)

(Continued from page 2)

fooled by what appears to be a couple of new kids in the mix. The reality is that Mike Robertson has been the driving force behind the association, and we (Michael, Jeff, and I) signed on to add energy and ideas to grow the organization.

We have decided on a simple course for success. 1) We need to stimulate membership by crafting an organization that caters to the needs of our shipmates, and becomes one to which they will want to belong, and 2) We will make

the annual reunions an event which our members will look forward to attending.

We have discussed a variety of ways to make these goals attainable, and have had several meetings since the reunion to help get these initiatives moving. We are already working on the 2009 reunion, and hope to have some details coming soon. We'll be calling on some of our west coast shipmates to help us nail down reunion issues. We've started the ball moving, but we'll need the help and support of our members to make it successful. What we really

need to make a difference is for YOU to get involved; Share our newsletter with your family, get caught-up on your dues, visit the web-site, and encourage other Reeves shipmates to get involved.

So there you have it, a true lesson on when to be quiet at a business meeting. You'd think a BT would know better nah.

Regards

//tom

TomBailey@USSReeves.net

Our Next Reunion — San Diego in 2009?

Trying to make the reunions as convenient as possible to all of our shipmates, it was decided to hold reunions annually, and alternate coasts or visit mid-country locations. Since 2006 was in Boulder and 2008 was in Washington, DC, it was unanimous that the next reunion would be on the West Coast, preferably San Diego. There are at least 17 shipmates in our registry that live in or near San Diego.

We've contacted John Armstrong (BTCM 82-85) and have received



great reports about the Holiday Inn Bayside (http://www.holinnbayside.com/about_us.htm) and the way they work for reunions. The Bayside is across N Harbor Drive from the PacFleet Training Center and the Shelter Island game fishing facilities. It's close to Pt. Loma, one mile from the airport and three miles from the Santa Fe Station. And, there's a complementary shuttle between the airport, train station and the hotel.

No request for proposal has been sent, but this looks like a perfect place for an October 2009 reunion. We've received a couple of volunteer notes from shipmates living nearby who would help us get this into place.

Open items could include a reception on the Midway (CV-41), and tours of the Naval Station and/or MCRD. Other possibilities include: San Diego Zoo, Sea World, Downtown San Diego, Gaslamp District & Theaters, Harbor and Dinner Cruises, Horton Plaza, La Jolla, Lego Land (or not), Old Town, Petco Park, Convention

Center, Seaport Village, Sport fishing & whale watching, and, of course, Tijuana, Mexico.

This go-around, we want to have the schedule firm enough well in advance so that travel arrangements can be made to take advantage of airline fare-savers rates.

For those of us that haven't been to San Diego in a long, long time, John tells us that it has completely changed for the better. There is more to do than four days can accommodate. We'd also like to see about setting up special rates for early check-in or late check-out so that extra days could be added to the stay.

This is all still in the planning stage. If there are any preferences, now's the time to let us know. Email us at:

TomBailey@USSReeves.net,

JeffWofford@USSReeves.net,

MichaelLalancette@USSReeves.net,
or

MichaelRobertson@USSReeves.net.

Stay tuned for more information. There will be a reunion survey going out in the mail, just like last time. It's



important that you mail the return form as soon as possible.

I'm thinking that a reservation with one of the charter boats out of Shelter Island would be a good reason to come early and stay late.

Reunion Planning 101

Tom Bailey's sister pretty strongly suggested that we attend a volunteer reunion planning conference so that we could learn all the how-tos and what-not-to-dos about planning a ship's reunion.

So, Lorri and I headed to Virginia Beach and ConFAM at the Surfside Oceanfront Inn this month to do just that.

It was a solidly packed three days of lectures, exhibitors, meetings with other volunteer planners (all from the military), tours of hotels and sights of interest and generally anything you might want to know about Virginia Beach, hotel chains and anything reunion-related.

The place to start for any reunion is the Convention & Visitors Bureau.

It's amazing how large the reunion industry is across these United States. Many hotel chains are especially interested in providing convenient, affordable, enjoyable and memorable reunions. The costs of ConFAM are borne by the sponsors and exhibitors for the full three days. That alone shows the seriousness of the reunion industry. We had to commit to spend the entire time with the Conference group. So, there wasn't time to walk on the beach or check out the local pubs and chop houses on our own.

It was well worth the time to drive down to Virginia Beach and learn a lot.

Armed with our study guide, pamphlets, maps and such, we're off to San Diego to put into practice all the neat stuff we've learned. Mike.



This photo of Reeves was taken by EN2 Bruce Isaak (72-75) at Pearl Harbor in March 1975 while she was still a DLG. Reeves deployed to WestPac two months later and was re-designated as CG-24 as part of

the 1972 SALT II agreements, including Naval Armaments realignment. The ship had recently completed a six-month yard period at Pearl Harbor Navy Shipyard and was finishing preparations for deployment.

In the background, beneath the bow anchor, the white memorial structure for the USS Arizona is visible. Bruce had just been detached from the ship.

A color copy of this photo, with a lot more visible detail, has been posted

on the website homepage. The web image is very low resolution and would not convert well to a photograph. Full sized, high resolution color copies (8" x 14") of this photo are available as part of our fund-raising efforts from the Association for \$10 plus shipping. Please contact Michael Lalancette, our ship's store operator at:

MichaelLalancette@USSReeves.net

Check out our new shipmate chat:

Reeves_Association@yahoogroups.com

Subscribe at:

Reeves_Association-subscribe

@yahoogroups.com

Tom Bailey has set up a moderated group (no spam) for all Reeves shipmates.

Reunion Box Score

Shipmates & guests attended—32

Income

50/50	\$ 440
Hospitality & Donations	\$ 185
Registration Fees	\$ 200
Ship's Store	\$ 185
Annuals Dues	\$ 220
Total	\$1,230

Expense

Drawings	\$ 220
Hospitality	\$ 150
Total	\$ 370

Association Net \$ 860

2008 Reunion Attendees

- | | |
|----------------------------|---------------------------|
| Tom Bailey (84-87) | Roland McDaniel |
| Brian Campbell (77-79) | John Miller (67-69) |
| Don Carunchio (64-69) | Michael Robertson (72-75) |
| Jim Eastwood | Otis Spencer (66-67) |
| Charles Elkins (64-66) | Woodie Stegall (63-65) |
| Gerry Hines (64-68) | Kurt Stuvengen (80-85) |
| Bruce Isaak (72-75) | Robert VanDerKamp (77-79) |
| Michael Lalancette (72-73) | Jeffrey Wofford (76-80) |
| James Land (64-66) | |

A Small 2008 Reunion Is A Huge Success (continued)

(Continued from page 1)

The banquet that evening was great, the food delicious, the speaker for the evening Thomas Wildenberg author of the book *All The Factors Of Victory* about Adm. Joseph M Reeves gave a very interesting talk about the beginnings of the Navy and Admiral Reeves' contributions.

After the banquet we moved up to the hospitality room and the sea stories really got going. I don't think any of us were in a hurry to

end our weekend. All things do come to an end and as we said our goodbyes I was amazed at the varied careers crew members had spread into. Even with 3 decades separating some of our Reeves experiences those experiences gave us a common bond. Over all it was a very good weekend, I hope that others will join us next year and we can continue to grow the association.

Gerry Hines FTM2 (64-68)

Dues Notice!

Please be sure to check your mailing label.

If it doesn't say Current (plus year) above your name at the top of the label, you must renew your annual dues to continue receiving the Association newsletter.

Reflections of a Blackshoe

Should we ever forget, Jack Stewart (64-69) sent this a while back to remind us of the Navy in which we once served.

Reflections of a Blackshoe

By

**Vice Admiral Harold Koenig, USN
(Ret), M.D**

Sharing a glimpse of the life I so dearly loved...

I liked standing on the bridge wing at sunrise with salt spray in my face and clean ocean winds whipping in from the four quarters of the globe I liked the sounds of the Navy - the piercing trill of the boat-swains pipe, the syncopated clangor of the ship's bell on the quarterdeck, harsh, and the strong language and laughter of sailors at work

I liked Navy vessels -- plodding fleet auxiliaries like the USS Ute(ATF-76) and amphibs, sleek submarines and steady solid aircraft carriers.

I liked the proud names of Navy ships: Midway, Lexington, Saratoga, Coral Sea, Antietam, Valley Forge - - memorials of great battles won and tribulations overcome.

I liked the lean angular names of Navy "tin-cans" and escorts like the USS Maddox (DD-731) mementos of heroes who went before us.

And the others - - San Jose, San Diego, Los Angeles, St. Paul, Chicago, Oklahoma City, named for our cities.

I liked the tempo of a Navy band.

I liked liberty call and the spicy scent

of a foreign port.

I even liked the never ending paperwork and all hands working parties as my ship filled herself with the multitude of supplies, both mundane and to cut ties to the land and carry out her mission anywhere on the globe where there was water to float her.

I liked sailors, officers and enlisted men from all parts of the land, farms of the Midwest, small towns of New England, from the big cities, the mountains and the prairies, from all walks of life. I trusted and depended on them as they trusted and depended on me -- for professional competence, for comradeship, for strength and courage. In a word, they were "shipmates"; then and forever.



This editor's first ship - USS Renshaw (DD 499) during unrep in the Philippine Sea, 1962 - those were the days!

I liked the surge of adventure in my heart, when the word was passed: "Now Hear This" "Now station the special sea and anchor detail -- all hands to quarters for leaving port," and I liked the infectious thrill of sighting home again, with the waving hands of welcome from family and friends waiting pier side The work was hard and dangerous; the going rough at times; the parting from loved ones painful, but the companionship of robust Navy laughter, the "all for one and one for all" philosophy of the sea was ever present.

I liked the fierce and dangerous activ-

ity on the flight deck of aircraft carriers, earlier named for battles won but sadly now named for politicians. Enterprise, Independence, Boxer, Princeton and oh so many more, some lost in battle, and sadly many scrapped.

I liked the scent of aviation hi-octane fuel, and now jet full as the men in purple shirts hustled about to "feed" the flying weapons of war. And the crews in red shirts rearming the aircraft for their next sortie.

I liked the flight crews readying their flying machines with the green shirted and brown shirted crews ensuring worthiness. And then the white shirted crews directing the aircraft to the catapult followed by the crescendo of the aircraft shooting down the cat track and into the air.

I liked the feel of flying with a fine tuned air wing where all of the aircrews knew what to do and did it safely and well.

I liked the exciting recovery of aircraft as they returned from combat or training. It was always an exciting event whether a landing was a trap or a bolter.

I liked the names of the aircraft and helicopters; Skyraider, Intruder, Sea King, Phantom, Skyhawk, Demon, Skywarrior, Corsair, and many more that bring to mind offensive and defensive orders of battle.

I liked the excitement of an alongside replenishment as my ship slid in alongside the oiler and the cry of "Standby to receive shotlines" prefaced the hard work of rigging spanwires and fuel hoses echoed across the narrow gap of water between the ships and welcomed the mail and fresh milk, fruit and vegetables that sometimes accompanied the fuel.

(Continued on page 7)

(Continued from page 6)

I liked the serenity of the sea after a day of hard ship's work, as flying fish flitted across the wave tops and sunset gave way to night.

I liked the feel of the Navy in darkness - the masthead and range lights, the red and green navigation lights and stern light, the pulsating phosphorescence of radar repeaters - they cut through the dusk and joined with the mirror of stars overhead. And I liked drifting off to sleep lulled by the myriad noises large and small that told me that my ship was alive and well, and that my shipmates on watch would keep me safe.

I liked quiet mid-watches with the aroma of strong coffee -- the lifeblood of the Navy permeating everywhere.

And I liked hectic watches when the exacting minuet of haze-gray shapes racing at flank speed kept all hands on a razor edge of alertness.

I liked the sudden electricity of "General quarters, general quarters, all

hands man your battle stations," followed by the hurried clamor of running feet on ladders and the resounding thump of watertight doors as the ship transformed herself in a few brief seconds from a peaceful workplace to a weapon of war -- ready for anything.

And I liked the sight of space-age equipment manned by youngsters clad in dungarees and sound-powered phones that their grandfathers would still recognize. I liked the traditions of the Navy and the men and now women who made them. I liked the proud names of Navy heroes: Halsey, Nimitz, Perry, Farragut, John Paul Jones and Burke. A sailor could find much in the Navy: comrades-in-arms, pride in self and country, mastery of the seaman's trade. An adolescent could find adulthood.

In years to come, when sailors are home from the sea, AND SO WE ARE, we still remember with fondness and respect the ocean in all its moods -- the impossible shimmering mirror calm and the storm-tossed green water surging over the bow. And then there will

come again a faint whiff of stack gas, a faint echo of engine and rudder orders, a vision of the bright bunting of signal flags snapping at the yardarm, a refrain of hearty laughter in the wardroom and chief's quarters and mess decks.

Gone ashore for good we grow humble about our Navy days, when the seas were a part of us and a new port of call was ever over the horizon.

Remembering this, WE stand taller and say, I WAS A SAILOR ONCE."

VADM Koenig became the thirty-second Surgeon General of the Navy and Chief, Bureau of Medicine and Surgery, on June 29, 1995. He retired from that position on June 30, 1998 after completing 32 years of active duty service.

This writing and more information about Admiral Koenig can be found at:

http://www.geocities.com/uss_skagit/iw

From The Past (Clipping believed to be published in the Huntsville Times July 2-8 1967)

SAIGON (AP) - A U.S. Navy rescue man on his last combat mission dropped into a North Vietnamese jungle under heavy enemy fire Sunday to save a downed Air Force pilot who was injured and unconscious.

The dramatic rescue underscored the intensity of the air war in the north, where U.S. pilots dodged guided missiles and blistering antiaircraft fire Saturday in 145 missions, many at Hanoi-Haiphong-Red China rail links in North Vietnam's heartland.

The plane lost Sunday, a Thunderchief jet, went down south of Vinh about 25 miles inland from the Tonkin Gulf--the 593rd warplane announced as lost over the north.

Rescue forces immediately flew to the scene but it was one man--26-year-old Navy electronics technician 2C Anthony



H3 Sea King Helicopter—Big Mother

C. Hanson—who finally did the job. Hanson, of the Dalles, Ore., was making his last scheduled rescue mission and, despite bullets ripping through the trees, he lowered himself down the cable hoist from his helicopter and dropped into the

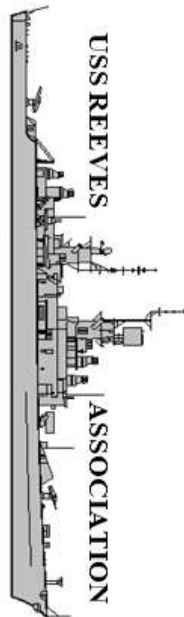
dank jungle.

For 15 minutes he searched the underbrush for the downed pilot, whose rescue radio evidently still was sending out automatic signals. Finally Hanson found the flier propped up against a tree, his leg broken.

For perhaps another 15 minutes Hanson dragged the sometimes unconscious pilot to a spot clear enough to receive the helicopter hoist.

The two men were hoisted into the air and sped to the destroyer Reeves waiting offshore. The name of the pilot was not released pending notification of next of kin.

(ET2 Hanson subsequently received the Navy Cross. Ed.)



Name _____

Street Address 1 _____

Street Address 2 _____

City/State/Zip _____

Home Phone _____

Cell Phone _____

Email Address _____

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

Membership in the Association includes the right to vote and hold elective office. It also includes receiving a newsletter, email updates and further privileges as to be determined by the Board of Directors.

Dues Per Year: \$20.00

I also wish to support the goals of the Association which is the building of a membership that will increase interest in bi-annual reunions, as well as the establishment of a newsletter and other means of communicating our activities with all Reeves shipmates. I am making an additional donation of \$ _____.

I enclose my check or money order in the amount of \$ _____.
I am interested in helping the Association grow and become successful. I wish to serve on a committee, provide other assistance or have an interest as follows:

Mail application to:

USS REEVES (DLG-24/CG-24) ASSOCIATION
8701 Bradgate Road
Alexandria, VA 22308

For further information call or email Michael Robertson at 703-780-2269, fax 703-940-9161

More details online at: USS Reeves Association Website ([hyperlink](#))

at

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

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