

THE IRONMAN—A DOUBLE ENDER’S NEWSLETTER

Newsletter Content

In this newsletter, our 2009 Reeves Reunion plans in San Diego.

Tom Bailey brings us up to date in his President’s Corner.

What are our shipmates saying?.

What’s to do in San Diego?

Where is Reeves Field?

Shipmates on Yahoo and a new Association crest.

Yes, it’s *Carmen* again — with a slightly different take — mine.

Just what in your house is really junk?

Where are our C.O.s?

Back to Yankee Station with our own Doc Bondurant.

How many are we, and what’s the story on our financials?

Going to the reunion? Fill out the registration form.

2009 San Diego Reunion Dates Are Set

After contact with nearly a dozen hotels in San Diego over the past two months, the Holiday Inn Bayside provided our organization with the best package and amenities. This particular hotel hosts more than 40 reunions every year and has been doing so for a long time. It is the hotel of choice for many reunion groups and military associations.

The 2009 reunion is scheduled for October 10th to October 14th. Based on our reunion turnouts for Boulder and Washington, D.C., a block of 30 rooms has been set aside for our group at a rate of \$122 per night. While this block will remain open to us until mid-September, it may very well fill quickly. In that event, the hotel will make additional rooms available at the same rate on a space-available basis.

If shipmates plan to travel early to San Diego or remain in the city for a few days after the reunion, the hotel will also accommodate up to three days before and three days after the reunion at the same room rate, space available.

Located on North Harbor Drive at the junction with Nimitz Boulevard, across from the old Naval Training Center (now commercially redeveloped as Liberty Station) and the current Pacific Fleet Training Center, the Bayside is ideally located for a visit to a new and revitalized San Diego. (See page 4 for reservation info)

Many of us remember San Diego from our tours at Recruit Training Command (RTC), Fleet Combat Training Command (FCTCPac) and many other shore and school tours. With the base

realignment activities in the 1990’s, much of that landscape has changed. Marine Corps Recruit Depot (MCRD) is still adjacent to the airport remains as well as the Fleet ASW Center, Naval Base Point Loma, occupying a smaller area directly across Harbor Drive from the Bayside.

Many of the old sailor haunts in the downtown area and near the 32nd Street Naval Station gate are long gone. Instead, the old historic areas are called the Gaslight District and Historic Downtown. A virtual tour on the internet doesn’t even begin to do justice to the changes.

Of course, the sights, sounds and scents of Balboa Park and the San Diego Zoo are still centerpieces and must-visits. Mission Bay, the Strand along Mission Beach and the shops in Mission Valley are also high on the list. Can we forget the smell of eucalyptus in California?

The Bayside provides complimentary transportation between the hotel, airport or train station. For military reunion groups, the Bayside will also provide complimentary transportation to the downtown areas. For those of us who will be driving, there is plenty of free parking at the hotel.

While we could arrange group tours, many shipmates prefer to use local tour companies and/or explore on their own. Tom Bailey, our association President, is looking into a ship tour at the Naval Station. There could be a night dinner cruise in the harbor. Of course, the USS Midway is easily accessible in the downtown area at the foot of Broadway on North

(Continued at Reunion Dates on page 8)

INSIDE THIS ISSUE:

President’s Message	2
Shipmates’ eMail	3
Planning for San Diego in 2009— will you be there?	4
Carmen Redux	5
Got Junk?	6
Reunion Application - Insert	
When In San Diego	7
Reeves Field	8
Where Are They Now?	9
Membership App	10

The President's Page

On resolutions for the New Year.....

Welcome to 2009. I'd like to wish the entire Reeves Association Family a very Happy New Year, and extend my sincere wishes for health and happiness in the New Year.

Every January provides the opportunity for all of us to look forward to the possibilities associated with the start of a brand new year. It's a good time to look forward to what the New Year may have in store for us, and maybe even form some resolutions to improve our life over the next year. Good intentions abound, as usual.

January likewise provides us with an opportunity to stare back at the year just completed and figure out how we did. I personally was a little surprised by the emergence of January 2009, as I somehow never really figured out what happened to the summer of 2008. We enjoyed the Olympics, and were sorry to see them conclude. Then, as a nation, we were overwhelmed by the continually breaking news of 24/7 election coverage. I'm not at all sorry to see that one finally quiet down. And if all that did not make for an interesting year, add in \$4.00+ for a gallon of gas, and a complete financial meltdown. By most standards, it has been quite a year.

In retrospect, 2008 was not an entirely bad year for the Reeves Association. We did manage to hold a very successful reunion in Washington DC., due entirely to the hard work and persistence of a few dedicated association members. The reunion, as well reported in the last newsletter, was a memorable event for everyone that attended. Those fortunate enough to attend were treated to a pretty good time with fellow shipmates, and an opportunity to see the sights of our nation's capital.

The reunion also turned out to be a telling event for the health of our organization, as attendance was down noticeably from the first reunion in Longmont, CO. The condition of our association was not lost on the members who gathered at the reunion business meeting. Everyone took the decline in numbers seriously, considered all the reasons for the decline, and drew the conclusion that the continued success of the organization would likely hinge on decisions made that Sunday morning in DC.

The business meeting produced a new structure for the organization, and a path forward to make the association meet the needs of its members. We re-defined the dues structure to encourage more shipmates to join our ranks, while offering value for those who belong as well as those we encourage to join. We looked at the newsletter and web-page as our most effective tools to keep the members informed and promote participation in the group. We decided on a plan to keep the newsletter viable, and you are reading the result. The web-site is working quite well. We also added a Yahoo! Groups page for the organization. That one has not taken off yet, but we hope to expand its capabilities over the next few months. We also looked at some new faces to help the core of our organization stay interested and motivated. The core I refer to is Mike Robertson (LTJG CICO 73-75), who along with his wife Lorri, drove the success of the Reeves 2008 Reunion in DC. They are, in many ways, the keepers of

the flame for the entire organization, and we owe them yet again. We elected a new field of officers to try and spread the workload. We're all still learning how to keep up with Mike, and we resolve (there we go again) to be more helpful in the New Year.

Our biggest decision of the reunion business meeting, however, was to get the reunions back on track. To that issue we decided that an annual reunion was probably the best format, with a wide variety of locations to be considered to serve the broad geographical distribution of our membership. The coast-to-coast annual format sounds like it should work, but we settled in on the fact that the next reunion is really the deal maker/breaker for our future. We came to the unanimous decision that the 2009 reunion goes west, and that San Diego is the most logical location. Having this plan in hand, we looked west.

Mike Robertson has fortunately agreed to continue as our reunion planner, and Mike immediately started his effort to find the best deal in San Diego to suit our needs. To this end, we decided that our interests were best served by planning the reunion ourselves, as opposed to the reunion planner hired for the task in DC. We took advantage of a little insider information on reunion planning from my sister, Kathi. Kathi learned the ropes by involvement with reunion planning for her husband's US Army MP Company from Pleiku, Vietnam. Kathi was kind enough to teach us how to get in the game, and provided some valuable contacts into what turns out to be a fairly complex military reunion community. Mike and Lorri attended a 3-day reunion planning conference in Virginia Beach to make contacts and learn about the pitfalls of reunion planning. Armed with his new knowledge and contacts, Mike was able to assemble a proposal to solicit bids from a number of San Diego Hotels. End result is that we found probably the best deal going for the location we wanted, the time we wanted to be there, and the

(Continued at Message on page 3)

This newsletter is published by:

The USS Reeves Association
8701 Bradgate Rd
Alexandria, VA 22308

Newsletter Editor -
Michael Robertson
Phone: 703-780-2269
Fax: 703-740-9161
E-mail: MichaelRobertson@USSReeves.net

All comments, suggestions, submissions and criticism are welcome.

My email is always open...

Mail/eMail From Our Shipmates —

This note was received before the DC reunion but definitely has an interesting bit of history that has probably outlasted our long-term memories...

"...the only thing that I would be remembered for would be the famous/infamous discharging of the .45 caliber while standing missile-house watch (forward) while underway. I'm sure there are a few who still recall this "intelligent" act on my part. I thank God nobody ever got hurt. Hence, I was then dubbed "Quick-Draw Conboy." Anyway, hope everyone enjoys D.C.

Jim Conboy (Bos'n, 1972-1973)

I just read the story of "Carmen" and Dave Ruble. Great story. I do not remember seeing her but memories are fading and I usually tried to avoid bothering the CO and XO as much as possible so I stayed out of their cabins unless ordered there.

Dave was a funny guy. I have told a story he told many times. When Dave was stationed at NAS Millington (just outside of Memphis, TN) he was dating a young lady from DeSoto, County, MS (immediately south of Memphis) and

found himself on a back country road late one evening. He had "run out of gas." Yeah, right.

As he was trying to romantically influence this young lady he was startled to hear a tap on the window. He looked up and was looking at a stereotypical Mississippi constable. The guy was potbellied but also had huge arms, a large pistol on his belt, and was carrying a long flashlight. The constable asked, "What you doin' out here, boy?" Dave started to stammer some excuse when the constable growled, "Shut up. Ain't but two kinds of people on this road at this time of night. One is sonsabitches and the other is cops. And I don't see no badge on your shirt." Dave quickly decided he might have enough gas to get back to Hernando, MS, and deliver the young lady to her home. He then did just that.

Sidney "Doc" Bondurant, MC
(1972-1973)

Thank you for a wonderful newsletter. As well thank you for the hard work in putting the association together. I have a few old haunts in San Diego to

revisit. I will put it on my list of things to get to.

Bill Woolridge 68-73
(Just another old BT)

I am sorry I could not make it to the reunion this year, but I live in San Bernardino Mountains in S. California now, have a sailboat in San Diego, and would be honored to be on the planning committee for the 2009 Reunion. I served on the Reeves from 1975 – 1980 from OI Division, reported as an OS3 & left as an OS1 and was the most senior man (time) on the ship when I left. I served under Captain Dickman and Captain Chang (the first Chinese Captain in the USN).

Derek Leistra

Thanks for doing a great job at getting the Reeves Org going. I plan on sending in my dues and hope the association will continue.

I appreciate it, and keep up the good work,

Gary Hinthorne, (IC2, 70-72)

President's Message (*continued*)

(Continued from Message on page 2)

size of our group. The deal is done, the contract is signed, and we're on for October in San Diego! I won't go any further to explain what Mike's announcement article (in this issue of the newsletter) covers, but I did feel that it was important to let you know how we got there.

Now that we know the when and where, we still have plenty of work to get the reunion schedule to meet our needs. Local shipmates have stepped up to help us find and plan activities for that week. I'm searching around to find a way to get us aboard a new warship for a tour, but have been cautioned by many that current security regulations do not make this an easy proposition. I

guess we'll see. We already had a few new members join up with great interest in the San Diego venue. I think the stars are aligned for this to be an excellent adventure.

Now comes the resolution part.....

This is where we, as members of our association, have to make it a point to support the success of the 2009 San Diego Reunion. And we, as individuals, have to resolve to make our presence at the reunion a reality. The shipmates who have made it to the last two reunions will tell you it was great to see old friends, and to spend time with new friends that have many things in common. The easiest and most effective approach is to add the reunion on your calendar NOW, talk it up with your

wife, send a deposit to the hotel, and encourage a long-lost Reeves Shipmate to do the same. Shop around now for plane tickets while the fares are down. Please do what ever it takes to help us see you in San Diego next October.

And with any luck at all, we hope the Reeves 2009 Reunion resolutions have better luck than the recent conversations you may have had with yourself over resolutions to lose weight, exercise more, and part with selected bad habits in 2009. We wish you luck with all of those, but really hope you can find a way to fit San Diego in your schedule.

Best Regards for the New Year to You and Yours!

Tom Bailey BT2 (84-87)

Planning for 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 held 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 have contracted for a block of 30 rooms each night, October 10th thru October 13th (four nights), at a rate of \$122 per night. Reservations can be made at:

www.holinnbayside.com

or by calling **800-662-8899**. Identify yourself as part of the **USS Reeves Association National Reunion** to receive the group rate. It is important that all shipmates planning on staying at the Holiday Inn obtain their reservations within the group block.

The hotel is located directly across N Harbor Drive at the intersection with Nimitz Boulevard. There is plenty of free parking.

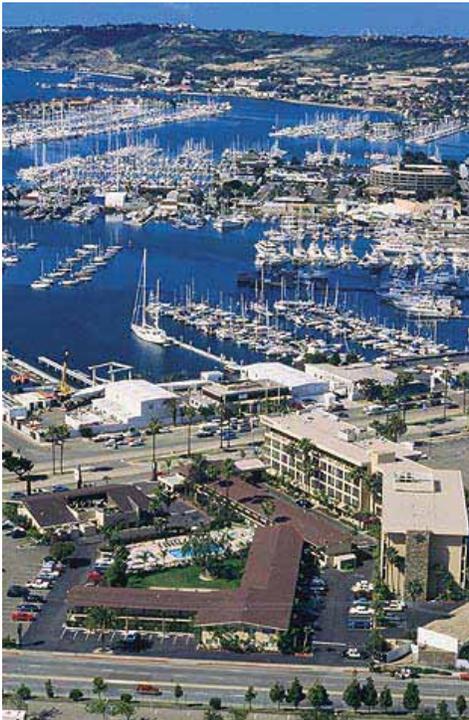
Please remember that reservations can include up to three days in advance of the reunion and three days after the reunion at the same group rate.

As a reminder of reunion economics, we receive our best room rates and other amenities because we guarantee a certain number of rooms per night. By working outside the

hotel reservation system with, say, hotels.com, orbitz.com or expedia.com, we hurt our ability to meet the room guarantee of 30 rooms per night (120 room nights total) which provides our amenities such as shuttle transportation, the hospitality room, a welcome reception and our banquet facility. Support the Association by making your reservations with the Holiday Inn Bayside and identifying yourself as a member of the USS Reeves Association.

During your stay in San Diego:

There are many good restaurants in the Point Loma, Shelter Island and downtown areas. Everything is very close and can be easily reached by auto or taxi in the evenings. There is a new generation of fine dining establishments specializing in California and Mexican cuisine. Although, I can't find a website for Anthony's Star of the Sea Room. That takes you back!



Looking south, over Shelter Island Marina toward Point Loma.



Fashion Valley Mall, Mission Valley, San Diego

You can spend a whole day along Mission Beach walking the Strand, watching the surfers, viewing the quaint shops and snacking on the local specialties. There is a concrete boardwalk that stretches two miles northward from Mission Bay to Pacific Beach alongside the Strand. This is the most popular spot in the San Diego area.

As a special amenity for military reunions like ours, the Bayside will provide free shuttle service for groups from our reunion to visit such places as Old Town, Balboa Park, the San Diego Zoo and local shopping. These are for groups on a space-available basis and need to be arranged with the bell captain.

We have been contacted by Rob Wallace, owner of *San Diego Inbound Tours* with suggestions for tours and excursions. His itinerary suggestions include La Jolla & Birch Aquarium on Sunday; City Tour & USS Midway on Monday (lunch included); and, Navy Base/Ship Tour, Seaport Village & Harbor Excursion on Tuesday (box lunch included). There can also be a San Diego Harbor Dinner Cruise arranged for Monday Evening (minimum of eight people). Unlike

(Continued at Planning on page 7)

Carmen Redux

Back in September 1972, when I reported aboard, REEVES was commanded by CAPT Lee Baggett and the Executive Officer was CDR Dan Richardson. REEVES had just returned from a work-up/midshipman cruise on the West Coast and was shortly heading to the Gulf of Tonkin.

CDR Richardson had a very politically-incorrect painting hanging in his cabin. *Carmen*, as she was known to the crew, was very young and very perky, and painted on a black velvet canvas.

The XO never gave *Carmen's* providence. One can only surmise where that triple-warfare qualified individual may have acquired that particularly lovely lady.

The XO's stateroom was sparsely furnished with one of those web-type hammocks strung fore and aft, bulkhead to bulkhead. The XO didn't like his Pullman-style berthing, much to the relief of the stewards-mates. Aside from a very neat and generally clear desk (how did he do it?), there was *Carmen* looking on as everyone conducted business.

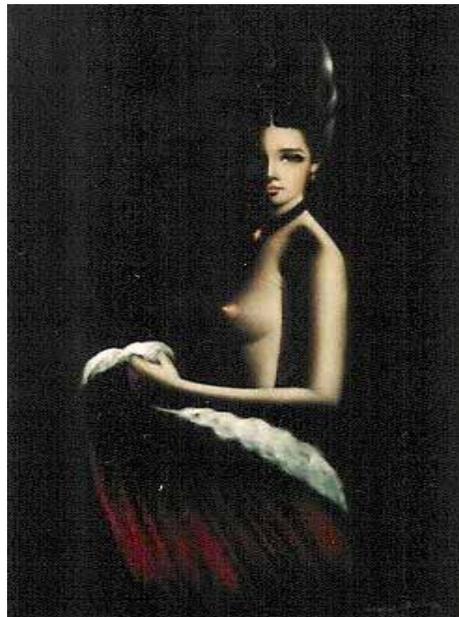
I suppose that many a quarterdeck and radio shack messenger spent the waiting moments admiring *Carmen* as the XO read a message or report or something other. I know I did. We've all aged - but, where ever *Carmen* has gone, I know that she is just as young and beautiful as she was then.

I found out about *Carmen's* latertravels after CDR Richardson left REEVES from an article by CDR Arnold Hofmann, SC USN-Ret, at the Gyrodyne Helicopters website.

It seems that *Carmen* moved around a lot. CDR Richardson passed her on to the REEVES Supply Officer,

LCDR Dave Ruble, when the XO was detached in Subic Bay. When REEVES returned to Pearl Harbor in March 1973, Lcdr Ruble conspired with his cronies at the Supply Center to slip *Carmen* back into the XO's household goods before they were shipped stateside.

According to the story, CDR Richardson returned *Carmen* to Lcdr Ruble, who sent her on to



CAPT Richardson who sent her back to CDR Ruble. You get the idea. Sending *Carmen* on to RADM Richardson seemed a bit beyond the pale, even for a Supply Corps Officer. So CDR Ruble sold *Carmen* to a civilian for five bucks and she went into obscurity for about five years. She wasn't lost, just in a kind of temporary retirement.

An enterprising Pork Chop (old-fleet slang for Supply Officer) named Arnold Hofmann learned of *Carmen* and recovered her from permanent obscurity for the princely sum of twenty bucks. Once again, *Carmen* was reunited with CAPT Ruble and adorned his office.

When CAPT Ruble was transferred to Washington, D.C., *Carmen* was sent to a then-retired CDR Hofmann and briefly hung on a club house wall in Everett, Washington. However, she was ever the mariner's lady and felt the call of the sea (or sailor).

At some point, Dave Ruble was promoted to Rear Admiral and *Carmen* was sent by Arnold to adorn the admiral's new office at Naval Supply Systems Command in Washington, D.C. That didn't last long at all.

Carmen was returning to the Everett clubhouse when she went AWOL. Never to be seen again.

I personally expect that *Carmen* now presides over a smoky pool room somewhere in Kansas, which probably isn't too far from the type of place from which she came, those forty-something years ago. Just my guess.

The complete story by CDR Hofmann can be seen at the REEVES website and

www.gyrodynehelicopters.com

(Contributed by your editor)

2008 Thumbnail Economics	
Income	
4010 · Reunion Income	2,185
4080 · Program Income	<u>1,414</u>
Total Income	3,599
Expense	
6020 · Internet	81
6250 · Postage	230
6260 · Printing	640
6700 · Reunions	1,236
6770 · Supplies	52
Total Expense	2,239
Net Ordinary Income	1,360

Got Junk?

This is my fun page. I mean, I get to write about something I want to write about because there's a whole page of white space and none of you have sent me anything that you'd like to see in the newsletter.

So, suck it up.

Our wives talk about our junk. Some wives (like mine) reverently refer to our junk as "neat stuff." I prefer the term *artifact*. After all, didn't it come from a ship? Didn't it have provenance? Isn't it more than neat?

Yes, yes and yes.

More than just a couple of years ago, I had the sad but wonderful experience of going onboard a decommissioned ship, my last underway ship for the Great Lakes Cruise 1981 as staff Ops, (*USS William C. Lawe DD-763*), soon to be sunk in one of those VaCapes targeting exercises and pulling off lots of *artifacts* to be used as props for a little theater staging of *Mr. Roberts*. These included a 'tween deck aluminum ladder, a set of stainless steel lockers from Supply berthing, three bunks from the Goat Locker, uncounted junction boxes, switches, lights, speakers and battle lanterns. I'm sure I've missed something in this inventory.

Anyway, junk or *artifact*?

Well, a lot of the brass junction boxes & switches, light locker lighting, weather decks IMC speaker and assorted battle lanterns are stored safely in my basement, I think. The three-tiered stainless steel locker is used for office supply storage.

The bunks and ladder are history. But, the last, unsunk pieces of the *USS William C. Lawe* are down in my basement, awaiting change of



duty orders and shipment to my future garage in Spokane, WA, whenever I finally move there. All of these things, in my mind, are *artifacts*. My wife, God love her, thinks they are "neat." My neighbors think they are junk.

Did I ever tell you the story of the Three Hole Punch? No?

Many years ago in Pearl on the *USS Renshaw (DD-499)*, the yeoman in Ship's Office threw out a perfectly good three hole punch. Yes, the rivet on the handle had disappeared and the handle rotated uselessly. I retrieved the punch from the dumpster and stuffed an eight penny nail in the handle slot, cut off the pointy end and peened the end so that it wouldn't come out, ever. It's lasted over 40 years and cuts as good a hole in paper as ever it did.

Lately, like this past Christmas, my eldest son presented me with a very unusual gift. But, let me give you some history..

My son, the Navy guy, was nuclear-power trained in Orlando, became an Instrumentman (until the Navy did away with that very small rating of 240 people), and then was involuntarily converted to an ET who specialized in metrology (calibration).

He spent a lifetime onboard the *USS Emory S. Land (AS-39)* and then the *USS Simon Lake (AS-33)*, ever inport in La Maddalena, Gaeta, several other places ending in "a" in Italy, or otherwise underway elsewhere in the Mediterranean—but never rotating back to the U.S. of A.

And now the story. It seems that the *USS John Hancock (DD-981)* came

alongside the Land or Lake for an availability. (Remember those, back then?) The bridge barometer had been smashed (probably in heavy seas with the BMOW coffee cup) and was officially surveyed (re-designated as permanent junk) to remove it from the inventory of the Navy's really valuable stuff. Well, my son saved parts. Lots of parts. From lots of gauges. A barometer is a gauge of sorts. Right?

Low and behold, these several years later, I now own an official (surveyed, don't get excited N.I.S.) barometer from the *USS John Hancock* that has been restored (not to Navy specs, but to full functionality). It's missing that neat thingy that you move between one reading and the next (remember those quarterdeck watches as messenger?) — the brass pointer that sticks through the glass face plate. Oh, well. But, it's painted black and looks really *Navy*.



Back to junk, stuff and artifacts. A proper Navy household has to have at least one ship's clock and one barometer. We're a little overboard here with three anaerobic barometers, a wind vane, rain gauge, snow gauge and clocks that ding and dong at seemingly random intervals (and an internet connection to contribute to the Citizen's Weather Observation Program - CWOP – and NOAA).

I guess that the question here is—when does one man's junk become another man's treasure? No idea. I always assume that it's treasure first and junk later. I have a wife who doesn't understand the concept of junk—only treasure. For now, leave that decision to our families when we've gone to the great quarterdeck in the sky.

Planning For San Diego

(Continued from Planning on page 4)

the D.C. reunion, Rob assures us that there are no minimum number of participants. This means that attendees can pick and choose their day-time activities. Check out Rob's tours and *San Diego Inbound Tours* at:

www.sandiegomilitaryreunions.com

For other activities, Shelter Island is home to the Point Loma Sport Fishing Center. Half-day and three-

quarter day trips for deep sea fishing ranging from the Point Loma kelp beds to the Coronado Islands can be found.

There are over 90 golf courses in the San Diego area, 10 of which are within 10 miles of the hotel. The closest is the new SailHo course at Liberty Village (the old Recruit Training Command) across from the Holiday Inn Bayside.

Of course, there is the USS Midway on North Harbor Drive at the

foot of downtown and the nearby San Diego Maritime Museum with the *Star of India*. More below.

Back at the ranch, there will be a Sunday evening reception at the Bayside with a one-hour open bar (cash bar afterwards) with generous hors d'oeuvres so that going out for dinner afterward shouldn't be necessary.

Saturday through Tuesday will be open days for individual or group touring and exploring. The hospitality room will be in the Pacific Room for the duration of the reunion and will have light snacks and beverages available.

There will be an association meeting on Tuesday, probably in the afternoon after touring and exploring, in the Hospitality Room. This is a good time for wives and other guests to check out Mission Valley, the malls and Old Town Shopping.

A cash-bar Happy Hour will precede a plated banquet in the Harborview Room on Tuesday evening.

October in San Diego is probably the best time of the year with the summer crowds gone home for the season.

Sounds like we may have to plan on a couple more days...

San Diego's Maritime Museum



From the website:

The Maritime Museum of San Diego features one of the world's finest collections of historic ships. The museum's impressive fleet includes the world's oldest active ship, Star of India; H.M.S. Surprise from the Academy Award winning film "Master and Commander;" the 1898 steam ferry Berkeley; the 1904 steam yacht Medea and the B-39 soviet-era Russian attack submarine. On board you will find fascinating exhibits on maritime history, exploration and warfare including an interactive children's play area. Enhance your visit to the museum by choosing a trip on San Diego Bay aboard an authentic 1914 Pilot Boat or a day sail aboard the revenue cutter Californian—the State's Official Tall Ship.

USS Midway (CVB/CVA/CV-41)

I first set foot on the USS Midway back in the mid-60's when my sister's fiancée was a Commissaryman (3rd Class Cook in the 60s) and I "just had to meet Sandy." Back in Yokosuka, she (the ship) didn't look a good as she does now—makeup and layers of paint make a difference, you know. Still, it's the same ship with the same memory.



Thanks for the gods of the Navy Department that didn't turn her into an artificial reef or conduct survival

tests for future generations of Blue Jackets. Sometimes it is better to keep a firm hold on the past.

Located downtown in San Diego at Navy Pier, Midway provides a dynamic and enriching experience "from boiler to bridge." A visit to Midway instills a greater appreciation for courage, freedom, and service to country.

NAB San Pedro/NAS Lemoore—

A little history.

In 1927 a civilian airfield, "Allen Field", was established on Terminal Island in Long Beach, California. The Naval Reserve soon established a training center at the field and later took complete control, designating the field Naval Air Base San Pedro (also called "Reeves Field"). It was named after ADM Joseph Mason Reeves, namesake for our ship.

ADM Reeves had worked throughout his long and distinguished career to make Naval Aviation a significant factor in the Navy's arsenal.

As a qualified Naval Flight Observer, he devoted nearly half of his 38

years in the Navy developing new carrier deck procedures, fleet and flight tactics. He foresaw the coming WWII conflict in the Pacific and was ultimately responsible for setting up all the factors of victory, as set down in a book of that title by Thomas Wildenberg, speaker at our last reunion.

In 1941 the Long Beach Naval Station was established adjacent to the airfield. In 1942 the Naval Reserve Training Facility was transferred. A year later, NAB San Pedro's status was downgraded to that of a Naval Air Station (NAS Terminal Island). Reeves Field as a Naval Air Station was disestablished in 1947, although the adjacent Long Beach Naval Station would

continued to utilize Reeves Field as an auxiliary airfield until the late 1990s.

Commissioned in 1961, NAS Lemoore, also christened Reeves Field, is the newest air station in the Navy.

With the transfer of NAS Miramar to the United States Marine Corps, NAS Lemoore Reeves Field now hosts the Navy's entire west coast fighter/attack capability. Every carrier air group is based at Lemoore.

At some future date, we crewmembers of the USS REEVES may want to consider presenting a commemorative plaque to NAS Lemoore to acknowledge our common bond through ADM Reeves.

Finding our Commanding Officers

There were 16 Commanding Officers for the USS Reeves between 1962 and 1992. We have located four:

RADM Ralph S. Wentworth (1965-1966), San Diego, CA
 RADM Richard K. Fontaine (1973-1975), San Diego, CA
 RADM Ming E. Chang (1977-1979), Vienna, VA
 CAPT David H. McKinley (1989-1991), Fairfax, VA, (Association Member)

Admirals Wentworth and Fontaine may join us in San Diego.

Known deceased is:

ADM Lee Baggett, Jr. (1972-1973) (Dec - San Diego, 1999)

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 shipmates.



Our new association crest. This is a combination of both the DLG-24 and CG-24 crests with the clearer graphics and color scheme from the CG-24 crest.

This new ship's crest will be reproduced as both a ship's patch and ball cap crest that will be available to all association members at reunions and through the ship's store.

2009 San Diego Reunion Dates Are Set (continued)

(Continued from Reunion Dates on page 1)

Harbor Drive.

We will have our customary Hospitality Room at the Bayside that will be available to shipmates and guests for the duration of the reunion. Light snacks and beverages will be provided for those drop-of-the-hat "bull" sessions.

We are planning a welcome reception in the hotel on Saturday night and our culminating banquet dinner on Tuesday night. Further details will be published shortly. Keep

an eye on the website and check your email. For those without access to the internet, we will be mailing out information and the registration forms.

The reunion dates span the Columbus Day weekend. We understand that there is a community parade on Monday that can be seen from the hotel rooms.

There probably isn't a better time to visit San Diego than the early Fall months. We hope that you will join us at our third association reunion.

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

Where Are They Now?



Sidney Bondurant was the Medical Officer temporarily assigned to COMDESRON Seven when it deployed to WESTPAC in

Nov. '72. Upon arriving in Subic Bay, he was forward deployed to REEVES for duty as North SAR medical officer.

Enroute to REEVES, Doc Bondurant spent an evening at the Red Dog Saloon in Da Nang with a bunch of crazy pilots and participated in an NVA rocketry exercise. The next day, safety being uppermost in his mind, he managed to stowaway on a Big Mother helo heading for the USS RANGER carrying REEVES mail as CTF-75 seemed to be unable to locate REEVES.

In Doc Bondurant's words:

"Off we went to the Ranger. When we got there the CO of the Ranger came over and greeted me. He also wanted to know what I was doing there. I guess the pilot had radioed that he had a passenger on an unknown mission. I showed him my message about the REEVES and he told me to get back in the SH-3 I had just come in on. A few minutes later they threw one of the mail sacks back in and off we went. I did not know if I was the important passenger or it was the mail. Probably the mail."

"When we got to the REEVES I met CAPT Lee Baggett, Jr, and HMC Corriveau. CAPT Baggett looked like he was the ideal Navy cruiser CO. Chief C looked like he had never missed a meal in his entire Navy career. We all hit it off just great. CAPT Baggett was a Mississippian just like me. We talked a lot

of the Ole Miss and Miss. State football games in the past, Mississippi politics, and fishing places we had been in our state. Chief C turned out to be just the right guy for me. He did all the work and I just saw a few patients, drank a lot of coffee, and waited for any SAR mission to come up. CAPT Baggett had told me that CTF-75 op orders required a medical officer aboard for SAR and I was it."

Sid tells this story about CAPT Baggett:

"It was time for his annual complete physical required of all officers O-6 and above. 'Complete' meant that the exam included a sigmoidoscopy which involved a stainless steel tube about 18 inches long. Chief C. got all the stuff in order, including putting the sigmoidoscopy instruments out on the table, and CAPT Baggett walked in at the appointed hour. He gave me and Chief C an icy stare and said, "Doctor, I was told I had to have a physical examination. No one mentioned being raped by a silver stallion." He was not a happy man. We got it all over with as quickly as we could, told him he was in great shape, and got him out of sick bay."

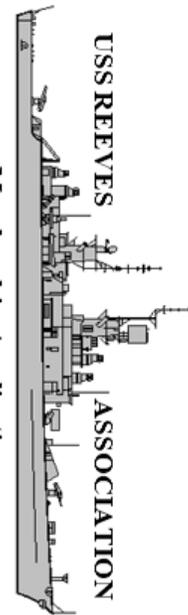
Doc Bondurant recalls spending time at Naval Hospital Subic as a patient after an accident involving loss of a toe.

"I was there in the hospital with my foot wrapped up, elevated by a rope, and hurting like Hell. Two days after I had the surgery two guys with an ambulance stretcher came up to my bed and asked if I was LT Bondurant. I put down my magazine and said I was. They told me to "Climb Aboard." I asked where we were going. One of them looked at his clipboard and said, "USS REEVES." We rode down to the

pier, they handed me a pair of crutches, waved bye-bye, and left me there looking up at the OOD. I hobbled back aboard, saluted, and learned how to navigate around on a cruiser while on crutches. CAPT Baggett later told me that he had called the hospital CO and asked how long I was going to be in the hospital. The hospital CO said that for what I had had done they usually kept someone there for about two weeks, assuming things went well. CAPT Baggett then informed him that he was underway that day for North SAR and he was required to have a medical officer on board. Since I would not be available he needed somebody to replace me. Furthermore, he had authority from CINCPAC to have the hospital furnish one of their officers TAD to replace me until I could get there. Amazingly, my recovery shortened from two weeks to about two hours."

Doc was onboard REEVES the day the message was received reporting that the war was over. As he recalls, "It was 0700 on a Sunday morning. CAPT Baggett came over the 1MC and announced that all hostilities would cease as of that minute. Soon after this the REEVES got orders to go home. I was transferred to the USS FOX and got to stay in the GOT. But I have never forgotten my time on the REEVES. I can see all those spaces right now. Sick bay, the wardroom, CIC where I would watch the radar screens when we ran B-52 missions, all of it. How sad to know that it is all at the bottom of the Pacific now. I too had thought that someday I would find the Reeves as a museum or in the mothball fleet or something. But it will never be."

REEVES Shipmate Doc Sidney Bondurant is the Representative for the 24th District in the Mississippi State Legislature. He is a member of the Mississippi State Medical Association, American Medical Association, and American College of OB-GYN. He is also associated with the Rotary Club, VFW, and is a Vietnam Veteran.



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](http://www.usreeves.net))

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



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Please check your mailing label. If it doesn't say *Current*, you must renew your Association dues to continue receiving this newsletter.

**USS REEVES (DLG/CG-24) ASSOCIATION REUNION
2009 REGISTRATION FORM
October 10-14, 2009**

Important! See Tour Information on Reverse

Make hotel reservations with the **Holiday Inn San Diego Bayside**, 800-662-8899. Tell them "USS Reeves Association Reunion"

Name _____ Phone # _____

Complete Address _____

Email address _____

Guest's Full Name _____

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

Saturday, October 10th

1400 (2 pm) Hotel check in.

Daytime free Hospitality in the Pacific Room open until 2200 (10 pm)

Sunday, October 11th

Daytime free Hospitality in the Pacific Room open 0800 – 2200 (8 am - 10 pm)

1700 – 2000 (5-8 pm) Welcome Reception in Hospitality Room with open bar and hors d'oeuvres

Monday, October 12th

Daytime free Hospitality in the Pacific Room open 0800 – 2200 (8 am - 10 pm)

Tuesday, October 13th

Daytime free Hospitality in the Pacific Room open 0800 – 2200 (8 am - 10 pm)

1730 – 1900 (5:30-7 pm) Full cash bar happy hour in Harborview Room

1900 (7 PM) Reunion Banquet in Harborview Room

Choice of (please indicate number of orders):

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

#____ Rosemary Chicken (half chicken roasted with lemon, white wine and fresh rosemary)

#____ Taste of San Diego (shrimp sautéed in Dijon mustard, Marsala wine and cream)

Dinner also includes tossed green salad w/Italian & Ranch dressings, fresh green beans almandine, rolls and butter, roasted red potatoes, cheesecake w/raspberry melba sauce, Kona or decaf coffee, hot tea

Wednesday, October 14th

1200 (12 pm) Hotel checkout & departure

There is a single fee of \$100 per person for the reunion that includes the Welcome Reception, beverages & snacks for the hospitality room, banquet cost, reunion ballcap and attendee materials.

I will attend the reunion _____ I am bringing _____ guest(s). Number attending x \$100= _____

`TOTAL Enclosed \$ _____

Please complete and return form; make out check payable to: USS REEVES ASSOCIATION

USS REEVES ASSOCIATION

8701 Bradgate Rd, Alexandria, VA 22308

For further information call Michael Robertson at 703-790-2269, fax 703-740-9161, email mrobertson@ussreeves.net.

**USS REEVES (DLG/CG-24) ASSOCIATION REUNION
2009 REGISTRATION FORM
October 10-14, 2009**

Tour Count & Information

Sunday — La Jolla & The Birch Aquarium: First stop on this tour is high above La Jolla and the blue Pacific at Mount Soledad with a spectacular 360 degree panoramic view. There is also a very impressive military memorial with hundreds of pictures of servicemen embossed on black marble with fitting words from family and loved ones. Glenn Miller and Bob Hope's pictures are included, dedicated to their military service. We travel through La Jolla later on, and observe seals frolicking in the surf. We proceed up the coast to the beautiful Stephen Birch Aquarium, filled with spectacular specimens from around the world. Lunch is served at another fine harbor side restaurant, dessert and coffee are included, at no extra charge. Returning back to the hotel by 1400. Cost: \$50 per person

_____ Yes, I/we will participate. Number participating: _____ No thanks _____

Monday — City Sightseeing and Luncheon Tour: This tour includes Coronado, Balboa Park, the Gaslamp Quarter with its renovated late 1800 buildings. With a one hour stop at beautiful Seaport Village, with an opportunity to buy postcards or a cup of coffee. Lunch is at a waterfront restaurant with a postcard perfect view. Dessert and coffee are always included at no extra charge. The buses are climate controlled, restroom equipped, and each bus has a professional narrator. By the time you finish this tour everyone has seen some of San Diego's very finest. Returning by 1400 allows plenty of time to get together at the hospitality room with friends and family. Cost: \$50 per person

_____ Yes, I/we will participate. Number participating: _____ No thanks _____

Monday Evening — San Diego Harbor Dinner Cruise: Departs at 1830 returns back to the hotel by 2230. Consisting of a two and a half hour dinner cruise. The menu varies from a choice of steak or chicken or salmon, complete with salad, rice or potatoes, vegetable, rolls and butter, and a decadent dessert and coffee. A no host bar is available, including music for dancing or your listening pleasure. People are also free to stroll topside under the stars, where the smoking lamp is lit. A fun filled evening for all! Cost: \$80 per person

_____ Yes, I/we will participate. Number participating: _____ No thanks _____

Tuesday — San Diego Naval Base, Ship & Harbor: This tour takes us to the Naval Station for a visit to one of the new guided missile destroyers (DDGs) currently in port. The ship visit will last two hours and then be followed by a stop at Seaport Village where a box lunch will be served. After lunch, we will take a one-hour excursion tour of San Diego Harbor. The visit to the Naval Station will require an advance listing of participants for security purposes. Returning back to the hotel by 1500. Cost: \$45 per person

_____ Yes, I/we will participate. Number participating: _____ No thanks _____

(Tour prices are estimates only)