

May 2009

Volume 2, Issue 3

THE IRONMAN—A DOUBLE ENDER’S NEWSLETTER

Membership Scorebox

Current	57
Past Due	30
Snail Mail Addresses	227
Email Address Only	258

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 complete, hardcopy Association newsletter.

The Good Frigate Reeves

Many of us, especially in the early years of Reeves life, have heard her described as a frigate. Indeed, that was a characterization of her relative size and significance to the fleet. She was a really either big destroyer or a small cruiser. Of course, it all depended upon where you stood on the pier when you looked up at her.

Now in the olden days, frigates conjured up the image of medium-sized sailing ships. They were somewhere between



was the USS Chesapeake from the War of 1812, shown here before capture by HMS Leopold. The most famous frigate from this era was the USS Constitution.

I had the privilege in 1974 of escorting my father and mother onboard Reeves when she was starboard side to Bravo Piers. My father's first observation from the pier, looking bow on, was "she's a pocket cruiser." Of course, he was a WWII veteran and cruisers were a skochie bit smaller than our "modern" destroyers—although Reeves was a whole lot bigger than my first Fletcher.

It turns out that a modern "pocket" cruiser is really a light cruiser, of the Brooklyn Class. The displacement is about the same as Reeves although the manning was a whole lot more (must have been all those guns).

But, we diverge. Reeves was larger than her nearest competitors and pier-



a sloop and a man-of-war—moderately gunned, pretty fast and very maneuverable. They were a medium-sized square-rigged warship of the 18th and 19th centuries. Neat sail boats, I always said.

Probably the most memorable frigate



mates—like the Adams class guided missile destroyers (USS Cochrane DDG-21 and USS Stoddard DDG-22 come to mind).

In our modern Navy, the Norfolk (DL) class such as USS McCain was more

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The President's Page



Memorial Day is an excellent time to reflect upon the brotherhood that is the heart of any veterans group. As a nation, we have designated this day to remember the sacrifices of the veterans that made this country great. As US Military Veterans, we must be very proud of the legacy that our brother service members have provided us, and make sure we re-dedicate ourselves to making certain that their sacrifices are never forgotten. This is turning out to be a tough role, however, as the Memorial Day Weekend is touted more as a long-weekend party, the un-official start of summer, and a good reason for a giant holiday sale..... instead of a point in time where we reflect proudly on those who picked up the tab for our freedom. How soon we forget! I guess the real opportunity here is for us to remember – and celebrate- the service men and women that have given their lives for our freedom, remind our friends and neighbors of the importance of the holiday, and demand more support for the sailors, soldiers, airmen, and marines who are out there doing the job today.

Okay, I'm off my soapbox and ready to focus on the business at hand, which fairly brings us back to the unofficial start of summer, and to a point which places San Diego on the horizon. The 2009 Reeves Association Reunion is just a few months away, and we already have members stepping up to be a part of it. Room reservations have started trickling in, as well as reservations for tours and events, and even a few checks. There has been a surprising amount of interest shown so far, with commitments from some former COs to attend.

As we have talked in our previous newsletters, the San Diego Reunion is very important to the health and future of the Reeves Association. We are counting on this reunion to reverse our downward trend in attendance, and help make the Reeves Association Reunions an annual event that all our members want to attend. The camaraderie that was enjoyed by everyone at the first two reunions is something we want to build upon. We can

only do that by encouraging our shipmates to support the reunion.

In conversations with Mike Robertson (our editor, reunion planner, treasurer, historian, and conscience) over the past few months, we have discussed every aspect of the upcoming reunion. Everything appears to be in place, and we are currently ahead of our schedule on the things that still have to be accomplished. So the talks have naturally turned to member interest in the reunion, and when we should expect to see responses rolling in. We are aware of the reality that most people do not plan Fall get-a-ways until the start of Summer, and that all we have to do is patiently wait for reservations and commitments to fall into place. I guess you could say we are being cautiously optimistic that the ball will start rolling a little faster..... Okay, we're trying not to be paranoid, but are getting a little concerned.

A lot of time and energy has gone into preparations. The hotel and tour packages are probably the best we could have arranged for the desired location, group size, and reasonable per night price. The hotel (Holiday Inn San Diego Bayside) is very reunion friendly, and has a good reputation for accommodations and hospitality amongst reunion planners. The tour packages were considered to offer something for everyone (and their wives). It balances what we would want to see as sailors (USS Midway / 32nd St Naval Base / DDG Tour), and what we would like to see as tourists (City Tour / Shelter Island / Harbor Dinner Cruise). The tours are, of course, entirely optional. You are encouraged to see the many San Diego attractions in any fashion that serves your desires and imagination, or to just hang out with friends. The tours are planned regardless of the number of participants, so there are no minimum numbers we have to meet.

Of course there is always the Pacific Suite at the hotel, which will serve as our hospitality room throughout the reunion. This is probably the best place we'll have to meet with shipmates, enjoy a few beers, re-tell some classic sea stories, and find accomplices that are looking for something fun to do.

So now we get to the part where we need your help to make the October 2009 reunion a success. First, let me thank the members who have stepped up with reservations and registrations. We appreciate your attention. For everyone else; here are a few things that will help.

Check out the information on the reunion - attached at the end of the newsletter.

Check your calendar to see if there is a way to get away for a few days.

Talk it up with your significant other to see if this is an accompanied or solo tour.

Contact some old shipmates to see if you can get them interested.

Check out the airline prices NOW travel costs are really down right now. The airlines are desperate to fill seats, so shop around and see what's out there for the taking. Buying tickets now can provide some serious savings over what will be available later. Even those who plan to use frequent flier program miles get better deals from making reservations early.

Make your hotel reservations at the Holiday Inn San Diego Bayside.

Select the tours you'd like to participate in.

Send Mike Robertson a check.

Renew your dues.

Settle-in and look forward to the reunion in San Diego!

At the conclusion of my sales pitch, I offer to everyone my thanks, and apologies for the pitch. I hope you all have a safe and fun summer. Please take good care of yourselves, and we can hope to see you in October.

Best Regards,

Tom Bailey BT2 (84-87)

TomBailey@USSReeves.net

Mail/eMail From Our Shipmates —

More on the forward missile house:

In 1985 I reported aboard the Reeves in Diego Garcia. As a seaman in 1st Division, my LPOs were BM1 Savage and BM1 West.

It was in August that the Bosn' Locker caught fire. I was the one who opened the missile house door at 2am because I was lost and stupid.

I was onboard her during Operation Desert Fox where we escorted reflagged tankers all while sitting in modified GQ.

John C. Carlson (BM2, 85-87)

I reported to precom as GMM3 in 1970. I drove down in my 1964 Chevrolet Impala 409 which got me in lots of trouble. I was assigned to the after missile house for my entire three years onboard. We went through RefTra at GITMO, transited the Panama Canal, did two WestPacs and miss her greatly. Not only was it the best times I had in my nine plus years in the Navy, but also the best times and memories of my life. I

hope to be able to attend the reunion in S.D. this year. Our one liberty stop en-route to Pearl was marred by my being restricted to the ship for five days.....you can guess what souvenir I got in Acapulco.

Roy Lorentz (GMM3, 70-73)

I was checking out the new additions to the website and noticed an error. Under "About the USS Reeves" the second ship to be commissioned USS Reeves was a destroyer should be "the second ship to be commissioned USS Reeves was a frigate". I was present at the 1964 commissioning at PSNS and served aboard for two years. I was also a part of the crew of the USS Waddell (DDG-24), a guided missile destroyer which was a bit smaller than the Leahy class frigates. I'm sure that some of the old crew members have already pointed this out.

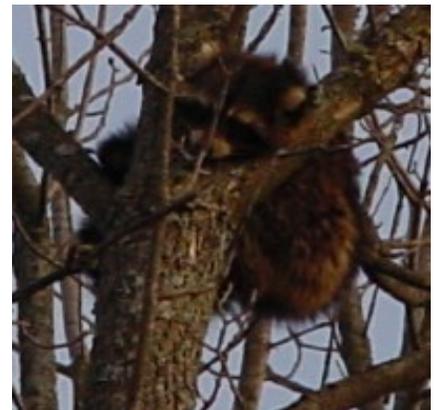
Tom Lykens (ETR2, 64-66)

I promptly researched this and changed the website to include the

term "frigate" - MR. I also wrote the front page article...

We know that life is tough in Wisconsin with long cold and snowy winters. Life is much better in the city! But shots like this make life in Rural Wisconsin worth it. Baby bear got tired, put his butt on a limb and his head in the crotch of the tree and spent the day 50' in the air in our front yard.

Bill Funk (LTJG/FCO, 71-74)



Baby bear up a tree on Funk Lane.

Frigates

(Continued from Frigate Reeves on page 1)

comparable in size to a World War II cruiser than a destroyer. Originally termed a "Frigate" by the US Navy, contrary to other navies for which the term Frigate was reserved for a standard "destroyer size" ship which specialized in ASW. The DL class was designed as a fast-carrier task group AAW defense ship. The class only consisted of five ships that were replaced by the DLG class.

With the construction of the Coontz (DLG-9), Leahy (DLG-16) and Belknap (DLG-26) class ships, the term Frigate was anchored in the US Navy lexicon for the duration of the 1960's large ship construction

program. (Not to be forgotten are the three Farragut class ships built between the Norfolk and Coontz classes.) It wasn't until after the construction of the USS Truxton (DLGN-35/CLGN-35) that the term frigate relating to cruisers was no longer used in the Navy.

Modern frigates have been permanently fixed in history as members of the Knox (FF-1052) and Oliver Hazard Perry (FFG-7) class. Those ships were truly smaller than a post-WWII destroyer, sufficiently armed for convoy and escort duty and sufficient to operate independently in the ASW arena.

Interestingly enough, the Oliver Hazard Perry class has endured far be-



yond the class history of the Spruance class (DD-963) destroyers that were much bigger than a bread box, faster than a ski-boat and simply beautiful to look at—in my opinion.

Yet, a frigate of any lineage is a Navy ship that will endure forever in our collective salty memories.

Saving A Ship

This is a story of saving a ship from the scrap heaps of history and shipbreakers.

Commissioned in the early 1950's, the USS Norfolk (DL-1) was originally intended to be classified as a hunter-killer cruiser (CLK-1). The USS Mischer (DL-2) class were originally intended to be destroyers (DD-927 thru DD-930). Their design was based on ships designed at the end of World War II.

USS Forrest Sherman (DD-931) was the first US warship newly designed, built and commissioned in 1955. As such, the Sherman was tasked with carrying the US flag in her debut around-the-world cruise.



It was during this cruise that Sherman acquired a new crew member, a Corgi named Suki, that was purportedly a gift from the Sultan of Brunei and a blood relative of Queen Elizabeth's herd of Corgis. The truth, it turns out, was a bit of late-night shenanigans by the Chiefs Quarters in some far flung port of call. Regardless, Suki became an official crew member, complete with service record and tended carefully by extra-duty designees.

After being decommissioned in 1982, Sherman languished at the INACT Ship Facility in Philadelphia. She was offered for sale to third-world navies, none of which were ever finalized. She was offered to shipbreakers who defaulted on their contracts and had to return Sherman to her Philly home. There she sat in

obscurity until 1998.

A crew member, Kurt Wage-mann, with his interest renewed in his late 50's home away from home was given permission to visit Sherman before she was designated as a target in some Sinkex in January 2001. He found a virtually intact vessel that was a bit worse for wear on the weatherdecks but in good condition on the inside.

Kurt began a long campaign to save the Sherman from a watery grave. He contacted NAVSEA and was told that his quest was impossible. The ship was going to become a hulk and sunk. Kurt persisted in vain until he was told by a very senior civilian deputy that the ship had been stripped in readiness for her demise. Asking to see her one more time (to check on this story for himself), permission was refused.

Using all of the resources that a YN can, Kurt managed to get the email address for COMNAVSEA through back channels. COMNAVSEA responded immediately and directed that Kurt be given access to the ship immediately. (COMNAVSEA had served in engineering as a junior officer back in the day.)

The CO, INACTSFAC Philly, called Kurt and begrudgingly set up the visit for the next day. Kurt found the Sherman to still be intact.



Portside to Pier 4, Philadelphia ISA, in 2001

Through Kurt's initial efforts, the USS Forrest Sherman Foundation was established in 2000 to save the ship for future generations.

Eventually, with the full support of the Maryland Congressional delegation and several congressmen from Virginia, Sherman was placed on donation hold by Act of Congress. Subsequently, Congress appropriated funds to prepare the ship for transfer to the Foundation. This process took five years.

From the outset, the biggest problem has always been finding a home for a ship. The City of Baltimore stepped up to the plate with a berth in the Inner Harbor, alongside the USS Torsk, USCGS Taney, and Lightship Chesapeake. Sherman was to become a sleep-aboard school ship for inner-city children and a high point for visitors to the Baltimore Maritime Museum. After much political maneuvering, that prospect evaporated.

Similar considerations for Havre de Grace, MD; Cambridge, MD; Solomons Island, MD; and Lewes, DE, all underwent close scrutiny and consideration. Ultimately, the talk was there but the walk wasn't.

Wilmington, DE, has stepped up to the plate with the strongest proposal, interest and commitment. This is a long road from Kurt's first visit 10 years ago.

It is a rare opportunity to save a ship, especially when Sherman was known as the "first and finest" as well as "the Last of the Great Gun Ships."

www.forrestsherman.org

(Disclosure: I served on Sherman in 1967-1968 as an RD2. She sent me to the NESEP program and a successful Navy career.. I last saw her moored at NavSta Charleston in 1982 as she awaited decommissioning.)

Reunion San Diego 2009

If you haven't already heard, our shipmates are gathering in San Diego for the Columbus Day weekend, October 10 - 14. We have contracted for a block of 30 rooms each night, October 10th thru October 13th (four nights), at the Holiday Inn San Diego Bayside with a rate of \$122 per night. Reservations can be made at:

www.holinnbayside.com

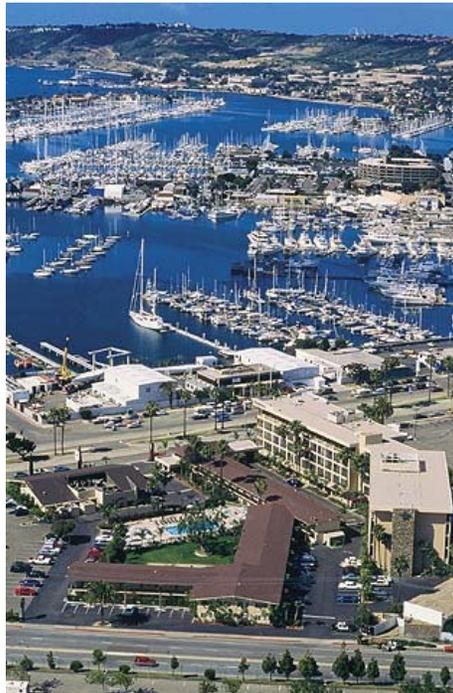
or by calling **800-662-8899**. Identify yourself as part of the **USS Reeves Association National Reunion** to receive the group rate. It is important that all shipmates planning on staying at the Holiday Inn obtain their reservations within the group block.

The hotel is located at the intersection of Harbor Drive and Nimitz Boulevard, across the street from the old Recruit Training Command and the current Fleet ASW Training Center.

Please read the reunion insert in this issue for all registration and tour information.

From the email responses received here at Reunion Central, interest is very high. This promises to be our best reunion so far. A good number of our shipmates now live in the San Diego area and have stepped up to the plate to help get this event rolling.

Please check out the tours being offered for this reunion. Unlike the



Looking south, over Shelter Island Marina toward Point Loma.

last reunion in Crystal City, there are no minimum number of participants for any of the tours. We are working with *San Diego Inbound Tours*, owned by a former Navy vet, to provide a good mix for everyone.

It's raining here in Virginia, and everywhere else around the country according to the Weather Channel. But, the sun always shines and the margarita's are fine in San Diego.

We're already planning for

Have you visited the Navy Memorial in Washington, DC, lately? You can get there online very easily. One of the many features includes NavyTV. There is an excellent conversation with Ernest Borgnine when he discusses his time onboard USS Lamberson (DD-119/DMS-2) during World War II. To find the video, go to

www.navytv.org

then click on NavyTV from the home page and then search for Borgnine.

While you are there, check out the many different conversations from many Navy veterans that have been saved for posterity.

And, don't forget about joining.

Reunion 2010 in mid-America. If you have a suggestion or preference, please let us know at:

mrobertson@ussreeves.net

Wanted: A Few Good Sea Stories

There must be a million tales for the hundreds of thousands of miles that Reeves steamed in her 28 year history—from Seattle to Syndey and Bath to Yoko.

Needed—story tellers with plausible taffrail talk or fantail folklore. Please remember the audience and send soonest. *Editor.*

This newsletter is published by:

The USS Reeves Association
8701 Bradgate Rd

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.

IN MEMORIAM

Paul VanTassel reports that CAPT William S. Mayer, the fifth Commanding Officer of USS Reeves, passed away on January 28th. He was interred in Arlington Cemetery on May 12, 2009. CAPT Mayer recommissioned Reeves at Bath Iron Works after an extensive AAW upgrade and brought her through shakedown, refresher training, the Panama Canal, several West Coast availabilities, the ship's new homeport at Pearl Harbor in 1970 and then onward to WESTPAC 1971.

From the 64-69 era, Jack Stewart tells us that BTC George (Charlie) Brown and BT1 Joe Izzo, both retired and living in the Bremerton, WA, area have also passed. We ask that all of our shipmates remember those with whom we served and who have gone before us.

FISC's The Water Cooler—Our Shipmates in Japan

Anyone who's spent time stationed in Yokosuka knows that a lot of sailors stay here. They marry Japanese women, settle down and make Japan their home. Some can still say how hard they tried to get out of their orders to Yokosuka. Once they're here, though, they decide it's a nice place to be and try to get out of their orders back to the United States.

If you talk to the retiree community, you'll hear former shipmates going on about whom they used to be stationed with, on what ships and when. You'll hear stories about liberty in exotic ports and tales of riding out typhoons, exercises with "Battle Group Alpha", being on the first ship to visit mainland China since WWII, and equipment that broke when it was really needed and you couldn't find the Duty SK because he was... well, whatever.

"Remember after that missile-ex in nineteen-and-eighty seven when the skipper of the Towers challenged us to a drag race back to Subic? We were neck and neck until they started popping safeties and had to slow down." There's no shortage of sea stories in Yokosuka and no shortage of retirees willing to bend your ear about the Navy "back in the day".

FISC Yokosuka has it's share of retirees, to be sure, but other than the individuals themselves, their situation is a little out of the ordinary. "When Paul Opera checked in a while back I got to thinkin'," says Gary Beckwith, FCC (Ret). "And that doesn't happen that often, so when it does you'd better pay attention." At "age 39" Beckwith is the oldest of six former USS Reeves (CG-24) sailors who work at FISC. "I got to thinkin' that all of us were stationed together on Reeves at the same time. And now we're all here working together at FISC. I think that's really rare.

Heck, it's gotta be some kind of record," says Beckwith. "Dale Pinchart, who retired a couple of years ago," he goes on, "was a seaman deuce (E-2) when we



(l-r Front row) Paul Opera, Gary Beckwith and Mike Mayo (l-r Back row) Gary Cruse, Jim Cunniff and Dale Pinchart

were on the Reeves. I was a first class (E-6) firecontrolman. Dale made master chief in 16 years. No small feat considering there's only four in the entire Navy! [Ed: Huh?] I consider my mentoring of him early in his career the key to his success." The "39-year-old" Pinchart is FISC's regional Postal Director. "Without Gary," remarks Pinchart, "Well...I just don't know!"

Opera, a former SKC FISConian, "39," says he knows, even if Pinchart doesn't. "It's the fact that Dale and I steamed together and married Kyushu beauties. Without the devoted guidance from our wives we never would have succeeded. That and Gary's mentoring, of course." Of course.

Mike Mayo and Gary Cruse, both "39," are retired Masters at Arms and make up two thirds of FISC Security. Mayo was a ship's serviceman first class at the time, Cruse was a hull technician. Mayo says he and Beckwith ran the First Class Mess. "Yep. Whenever Beckwith and I were in the mess at the same time the rest of the guys ran right out."

Jim Cunniff is the most recent retiree of the group at "age 39." He retired as a senior chief boiler technician while stationed at FISC and is now back, after a stint in the States, as a "fuelie" in Code 700.

"In those days I was a young hole snipe and didn't really get the chance to see anyone. My LPO always had me down there shoveling coal." When reminded that Reeves had oil-fired boilers, Cunniff said, "Ya know? I always wondered about that."

Cunniff is the only one of the group who climbs Mt. Fuji every year. "Anybody who does that has got to have a screw loose somewhere," observes Cruse. "That's why I'm glad he works over at Hakozaki (FISC's fuel terminal in Yokosuka) and not here with us." The rest of the group, including Cunniff, nod in agreement.

"We've got a lot of collective knowledge here, shipmates," remarks Mayo. "Of what?" asks Beckwith. "Um...yeah. Well... okay."

So there you have it. Six Navy retirees who were stationed on the same ship at the same time now working for the same command at the same time. "It's gotta be some kind of record." "Yeah! Let's call Guinness". "I don't like Guinness. Let's call Asahi." "No, not the beer. The record book guys, you dummy!"

"Speakin' of drinking, remember that deck seaman who always tried to fill the bug juice dispenser with the lid still on it?" "Yeah. Whatever happened to him?" "I heard he made master chief". "And how about that guy with the big ears everybody called 'Wing Nut'?" "He hated being called that. But after a while when anybody called him by his real name he always said, 'My name's Wing Nut!'" "Whatever happened to him?" "I heard he made master chief." "Dudes! Remember that time in...?"

Whatever.

This article was written by Gary Beckwith for the FISC The Water Cooler in 2007 and provided recently to this newsletter by Tom Bailey. I told you that we gather the news wherever and whenever we can find it. Is any retiree in Japan older than "age 39"?

From the Website Decklog

Hi shipmates. I served on the Reeves from October 1965 to July 1967. Had some great times with friends Bob Daley and Woody in Long Beach, Hawaii, Yokosuka, Subic and Hong Kong. Enjoyed being a member of the Tonkin Gulf Yacht Club doing SAR from 1966 to 1967. I was also the ship's barber, so if I screwed up your hair, sorry but the ship was going up and down and all over the place. The Reeves gave me many wonderful memories and helped me become an Ironman. Best of luck to all who served on this great ship.

Jim Congable (65-67)

84-88 STG1 Great to see the very nice site for the Reeves. Just returned from Olongapo City, Philippines. Sure has changed since the last time I was there in 87. It is all gone now, that is, all the old bars, all the old hangouts, and the base has been turned into what they call a Freeport. It is ok but not the same anymore. But on a good note, the San Miguel still tastes the same and it was very cool to sit in a bar in Olongapo with my sons drinking San Miguel. (Oh, the Memories) Keep up the great site!

Rex McNutt (84-88)

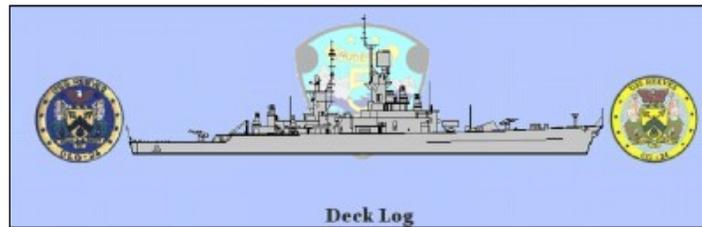
Hey fellow shipmates, I currently reside back in my hometown in Michigan!! I am a single father of 3 beautiful children and have been a Realtor for the past 7 years with Keller Williams Real Estate!!!! I served on the Greatest ship of all time (my only ship) but was very proud of the accomplishments from 89-92 as a twidget/Operation Specialist!!

Michael C. Sikorski (89-92)

Served on board from 10-74 to 10-76 and my brother (MM3 Paul Davis) was onboard for the 75 WESPAC. Most of the time we didn't see each other until

we pulled into port somewhere. I went TAD over to the Harold E. Holt FF1074 for 2 months during the I/O cruise as they didn't have a MK 114 FC tech on board at the time. Does anyone know the whereabouts of STG1 Mike Hardy, our LPO during the cruise? Fair winds and smooth seas to all.

Martin Davis (74-76)



Served onboard the Mighty Reeves FOX Div from 78-82 Fwd Radar room. I remember well those sea details on the fantail in Chinhea (burrurr) Why did we always go there in FEB ?

The night/morning of the Iranian hostage rescue attempt, the Weapons Officer had me test the Harpoon missile system (at 10 o'clock at night) Then he told me to leave the firing cables hooked up and get some sleep, I might need it!!! Was in CIC when some one called out, "Sir I have eight outbounds

From the Air Force:

I had the pleasure of "serving" on the Reeves as a USAF observer sometime during the 1971-1973 period. I am unsure of the exact dates. While on board the Reeves we did an underway replenishment, helo deliveries of supplies, and participated in a combined air/submarine (USN nuclear fast attacks) exercise. US Navy air ops included a contractor operated B-47. I was a USAF captain at the time and one other USAF captain was on board as an observer. We were both staff officers at HQ Pacific Air Forces at Hickam AFB, Hawaii. It was a great experience.

Joe Henderson (COL, USAF-Ret)

from the carrier" Then next thing I heard was some officer saying "NO YOU DON'T, drop those tracks off the link" A few hours later we heard "General Quarters, this is not a drill". Then they announced the sad news that the chopper had crashed and the attempt had failed.

A Thank You out to Steve Payne for being the best supervisor and boss a guy could ever have. I left Reeves in Japan and moved on to Aegis class cruisers. Did shore duty here in Jersey and then Precomm'ed CG-54.

I was among the first 20 men on the 54. Ingall's in Pascagoula, MS. Made it to FTC before we commissioned her. After being on the East Coast for four years was looking forward to going back to the West side of the country. (There is a different Navy on the East Coast). Hard for a WestPac sailor to cope.

Anyway, while exiting Panama Canal some sub lost it's top secret emergency beacon and we were tasked to find it. After 50-some hours of being awake I missed the top rung of a ladder and went from the 03-level to the helo-hanger deck the quick way. Didn't land well...Navy had no use for me after that.

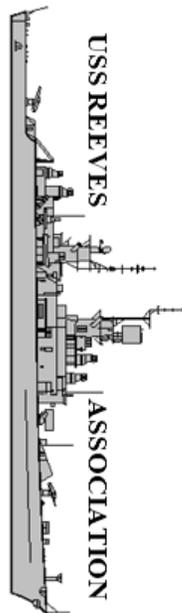
Spent about a year stationed at Naval Hospital Long Beach before they cut me loose in '88. Took a couple of years but I got about 70 percent strength back in my right arm and leg.

I see Gabby's been here and Wofford too. (Thanks for the plane ride Jeff) and I still have no interest in jumping out of one like you. Anyone hear from Steve Goins? P.S. Yeah, I did do something about my drinking. Quit, sober 21 years now.

Marshall Pedersen (78-82)

Pulled from the decklog on the website. Thought you might like to read the notes. You can see all of them at

<http://ussreeves.net/decklog.html>



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.ussreeves.net/association.html))

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

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Alexandria, VA 22308

<http://www.ussreeves.net>



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

2:00 pm Hotel check in.

Afternoon/evening free Hospitality in the Pacific Room open until 10:00 pm

Sunday, October 11th

Daytime free Tour (9:30) & Hospitality in the Pacific Room open 8:00 am – 10:00 pm

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

Monday, October 12th

Daytime free Tour (9:00) & Hospitality in the Pacific Room open 8:00 am – 10:00 pm

6:00 – 10:30 pm Harbor Dinner Cruise Tour (optional, reservations required)

Tuesday, October 13th

Daytime free Tours (9:30) & Hospitality in the Pacific Room open 8:00 am – 10:00 pm

5:30 – 7:00 pm Cash-bar happy hour in Harborview Room

7:00 – 10:00 pm Reunion Banquet in Harborview Room

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

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

_____ 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, roasted red potatoes, rolls and butter, cheesecake w/raspberry melba sauce, Kona or decaf coffee, hot tea.

Wednesday, October 14th

12:00 pm Hotel checkout & departure

There is a single, all inclusive 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. Tours are not included in this fee.

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

TOTAL attending x \$100= \$ _____

TOTAL for Tours \$ _____ (see back)

TOTAL Enclosed for Reunion \$ _____

Please complete and return no later than 8/10/2009 (sooner if at all possible!); make out check payable to:

USS REEVES ASSOCIATION

Mail to: USS REEVES ASSOCIATION

c/o Michael Robertson

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 Information & Reservations

(These tours are planned regardless of the number of participants)

Sunday — Midway Tour, Two-hour Harbor excursion, with Box Lunch, dessert and beverage. Departs @ 0930 returns back to hotel by 1530.

Group boards the Midway at 10:00, no lines, and everyone receives a complimentary phone set to get exact information where ever they are on the ship. (Elevators provide handicap access, with ease.) At noon we re-board the buses and proceed a short distance to the narrated Harbor Excursion, passing by four military installations and the bow of the Midway, just before the end of the two hour cruise. On board everyone receives a fresh box lunch with turkey sandwich, condiments, bag of chips, two Mrs. Fields type cookies, cut fruit with fork, and a cold bottle of spring water. All inclusive price per person is \$55.00.

_____ Yes, I/we will participate. Number participating: _____ x \$55 = Amount Enclosed \$ _____

Monday — City Tour, Old Town, Lunch at the Bali Hai restaurant on Shelter Island. NTC included. Departs @ 0900 returns by 1400. Stops @ Coronado.

An hour to browse @ Old Town, San Diego's first California Mission site. Also included, Balboa Park est. in 1915 and the old Gaslamp Quarter, downtown, and the scenic waterfront. Lunch is at the famous Bali Hai restaurant on Shelter Island with a million dollar view, a fabulous buffet, dessert and coffee included. All inclusive price per person is \$45.00.

_____ Yes, I/we will participate. Number participating: _____ x \$45 = Amount Enclosed \$ _____

Monday Evening — Harbor Dinner Cruise. Departs @ 1800 Returns by 2230.

Board @ 1830, everyone receives a complimentary glass of champagne or sparkling apple cider. Double entree of steak and chicken served at each table, sautéed vegetables, rice pilaf, dinner salad, rolls, dessert and coffee. Music later for listening or dancing, or stroll the top deck under the stars and enjoy the night city skyline. All inclusive price per person is \$78.00.

_____ Yes, I/we will participate. Number participating: _____ x \$78 = Amount Enclosed \$ _____

Tuesday — San Diego 32nd Street Naval Base & DDG Tour, Seaport Village & Picnic Lunch. Departs @ 0930.

Shipboard tour commences at 10:00. At noon we travel to Seaport Village on the harbor, enjoying a picnic lunch at Seaport Village, with unique shops, a carousel, and a chance to browse later for souvenirs or postcards. Returns by 1430. All inclusive price per person \$40.00.

_____ Yes, I/we will participate. Number participating: _____ x \$40 = Amount Enclosed \$ _____

Total Amount Enclosed for Tours: \$ _____ (please copy total amount to front)

Please complete and return not later than 8/10/2009 or sooner, if at all possible.