



The Ironman—A DOUBLE ENDER'S NEWSLETTER

Membership Scorebox

Current	47
Past Due	67
Snail Mail Ad- dresses Only	98
Email Address	466

Dues Notice!

Please be sure to check your mailing label or email notation.

If it doesn't say **Current (plus year)** above your name at the top of the label, you should renew your annual dues. To reach the greatest number of shipmates, we will publish the complete Association newsletter to any valid email address. Your dues payments make this possible.

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Chicago 2010 Reunion Deemed A Success

Diary of a Reunion

By Gerry Hines (64-68)

The fourth edition of the reunions of the USS Reeves began on 7 October in Chicago, Illinois. We began to gather at the Holiday Inn, checking in, shaking hands with old and new friends. Although partly because of the economy the turnout was lower than last year, we had quite a cross section of shipmates. Ranging from 4 of us "old salts", plank owners from the 1964 commissioning all the way to Dan Bernier (88-92) an EM who was on board until 1992. Michael and Lori Robertson (72-75) had done their usual great job of organizing and supplying all the bells and whistles.

Friday morning at 6am six of us headed for NTC Great Lakes to witness the Recruit Training Command graduation. It took us 40 minutes on the toll way and an hour and ten minutes of creeping bumper to bumper to get to the gate. It was well worth the wait. Over 900 recruits were graduating and the ceremony was very impressive. The new uniforms blue camo BDUs and the khaki shirt/black pants dress uniforms look pretty sharp. The graduation uniform was the old standby dress blues though. Nine hundred voices singing Anchors Away still chokes me up. Seeing these new graduates and the crew last year of the USS Preble made all of us believe that

this new Navy is a pretty squared away outfit.

Thirteen of us caught the train Saturday morning and headed into Chicago to see the sights. None of which did I recognize. The Sear/Willis Tower was our first stop and luckily we were old sailors that were used to standing in lines. It snaked back and forth for an hour getting to the elevators but the views from the top were spectacular. A country music festival was going on at the park off Michigan Ave. along with some wild and huge metal sculptures. We walked over 4 1/2 miles according to the pedometer worn by a newly slimmed down retired Chief "Red" Redfield (64-67).

Two car loads of us traveled to Naperville Sunday morning to visit a vineyard for a wine tasting. A lot more tasting than buying occurred, however rumor has it that Kurt "Stu" Stuvengen (80-86) now owns quite a nice supply. Back to the hotel where President Tom Bailey (84-87) called the annual business meeting of the USS Reeves Association to order. Lots of discussion about the next reunion, continuing efforts and ideas on how to grow the association. A good meeting with everybody contributing.

The evening banquet was a great success. The meal was excellent. Michael Robertson gave an update on the association status and recognized re-

(Continued at Chicago on page 6)

The President's Page



Chicago '10
Greetings to the
Reeves Association
Family;

The Reeves Association 2010 Reunion is now a historical note in the deck log. We assembled in Illinois just a few weeks ago to renew our ties to the warship Reeves, and spend some quality time with the reunion family produced in her wake. Attendance at this year's reunion was somewhat lower than expected, but the event was, for all intents and purposes, a resounding success. The attendees were mostly made up of the core group that has been established over the reunions to date, with a few new first-time attendees. I'm happy to report that this diverse group interacts well, and seems to enjoy each others company. I've been in several successful organizations that could not make the claim that their members play well together. I think I'm safe in saying that the attendees (both shipmates and their wives) found the atmosphere to be friendly and comfortable. We travelled as a group to a few functions, told sea stories, and enjoyed a few cocktails together ... and all with minimal drama. That's a fair boast for a group of sailors, and an even bigger deal when you blend in their significant others.

The reunion activities were a lot of fun, but we eventually got around to brass tacks at the annual business meeting. There were some discussions over low attendance, and we surmised that low attendance numbers are a reality for a relatively new organization. Add in the current economic conditions, and the numbers are not all that surprising. We'd like to think that we're doing all we can to get the attention of potential association members, but apparently we're

still missing the magical ingredient that multiplies our numbers. We spoke of new ways to keep working that issue, and hope to improve our ability to reach out to more shipmates for future reunions.

Our attempt to build the organization by scheduling annual reunions in different parts of the country has now gone through its first evolution of east, west, and center. We went to Washington DC. in 2008, San Diego in 2009, and Chicago in 2010. We've had some great reunions, but unfortunately there was not a considerable change in the numbers by location. We believe we are on the right track, and have agreed that we should continue with our effort to take the reunions to our members.

The timing, however, has to change. It is a matter of the dollars needed to get a reunion away from the pier. It costs to research a new area, identify potential sites, prepare the necessary requests for bids, review the received bids, and travel to the site(s) to make sure we select the best deal. We are very fortunate in that Mike and Lorri Robertson have taken on this task for the last three years. The results of their volunteer efforts have enabled us to enjoy some nice venues for our reunions, and each at reasonable cost. Their events are well researched, planned, and executed. The problem is that our low numbers do not give us the capital to fund travel and expenses for the process. Simply put, it is costing Mike more of his own money than can be reasonably expected. The bottom line is that the schedule for future reunions will skip a year, with the next one in 2012 on the east coast.

The change to our planning routine resulted in some serious debate over how we can get the attention of more Reeves shipmates to join the association, and to get them to sign-up for a reunion. We discussed the efforts

made by our membership chairman Paul Van Tassel during the last year to consolidate contact lists we have collected in the past. Paul ran down a lot of bad addresses and discontinued phone numbers to clean up the list. We also discussed the advertising efforts that our advertising chairman Charles Elkins used to spread the word for the 2010 reunion. The most effective, and cheapest ads turned out to be the veterans magazines (VFW, AL, Together We Served). Mike reported on the status of the 'Ironman' newsletter and the web-site. One issue that has come up repeatedly is the need for original articles for the 'Ironman' newsletter. We all have great Reeves stories that we can share with our members. These stories don't have to be long-winded or well written. We can clean-up what you send to make them presentable for print. Take the time to feed the process your favorite story, and we'll edit the material.

Other new business to come out of the annual meeting includes new association board members. We tried to call them elections, but the potential pool of candidates was rather small. I was requested to remain as the Association President for another term, and agreed after being given a substantial pay increase (yeah). Gerry Hines was nominated and approved as our new Vice-President. Ron 'Red' Redfield agreed to continue as our board member at large. Eric Wenzel will continue as our Recording Secretary. Mike Robertson will continue as our Treasurer (while wearing a variety of other hats). Charles Elkins will continue as our Advertising Chairman. Paul Van Tassel will continue as our Membership Chairman. Kurt Stuvengen has agreed to take on the Ships Store.

We discussed a variety of Ships Store items which may be of interest to our

(Continued at Message on page 4)

Mail/eMail/Decklog From Our Shipmates —

Served in First Division from 1987-1992. Best ship in the fleet. IRONMEN FOREVER!!! Great memories, except maybe for when that bomb went through the foc'sle. The boxing smokers didn't go real well for me either! LOL. REMEMBER PURPLE STALLION, PHILLIPINES! Look'n forward to hearing from some of ya, Drop me a line via email. Hoping to see some of ya at the reunion in Chicago in October. If any of ya know how to get in touch with James Crouch, let me know. Hoping to get in touch with him.

Patrick Tucker (87-92)
patmagicman39@yahoo.com

Served on board the Reeves DLG24 from 71 to 73 as SH/SN. Separated as soon as she returned to Pearl from 2nd WESPAC in 73. I am retired now after 32 years in Law Enforcement with the Illinois State Police. Now living in deep south Texas, about 45 minutes from Padre Island, and loving it. Anyone remember me shoot me a email.

Anthony (Tony) Ortega (71-73)
trortega52@yahoo.com

Served from 65-68 on REEVES and still remember that tour as the best of my career. The entire crew worked and

Medicare Updates

For those of us aged 65 or older, the new 2011 Medicare Handbook has just been published by the Centers for Medicare and Medicaid Services. Some copays and coinsurance criteria have changed.

If you have access to the internet, it can be downloaded at:

<http://www.medicare.gov/Publications/Pubs/pdf/10050.pdf>

Otherwise, you can receive a hard copy of the new edition by calling 800-633-4227

played as one. It was definitely better than the two CVA's I was unlucky enough to serve on.

David Garms (65-68)
dgarms@charter.net

It was a pleasure serving on the U.S.S. Reeves, with a great extended family from 1989-1992. Some of the greatest memories I had in my life!

Juan Carrillo (89-92)
cojua@sbcglobal.net

I served on Reeves a total of 8 years-82-85 and 88-92? As a Fire Controlman. I retired from the navy in 2003 after 28 years and have settled in NE Florida. Great to see so many familiar names. I have many fond memories of this fine ship and her crew.

Karl Maerz (82-85, 88-93)
kemaerz@comcast.net

Reported aboard Reeves 01 Feb 86 to Dec 1990. I had the best Signal Gang ever! "Doc", Kea, Jones, Wolf, Graves and Miller. Outstanding CMC - FCCM McClelland and CO "Wild Bill" Center. Living in Singapore/Philippines now.

Wayne "Pussman" Bailey (86-90)
pussbuster@hotmail.com

I am trying to find an old bud. Louis Spane. We worked the Radio Shack during the Viet Nam days along with (in no order) Fezer, Miller, Slade, Mahand, Pantoha, Castel, Merchant and others I can't remember. It's been a long time and a lot of booze. The Reeves, she was a hard luck boat, but she got less the she deserved.

Andrew "Andy" Casella (66-68)
andrewcasella@wavecable.com

Just wanted to let anyone that served in 1st div. during 82 to 85 or anyone on the ship at that time. A good year in

2010 and onward. Contact me if you like. Remember flying Mickey?

Wes Garrett (82-85)
wgarrett@windjammercable.net

My apologies if this ends up being a 2nd posting. It looks like my first attempt may have failed. I have an extra copy of the 1975 Cruise Book. If anyone is interested, please contact me via my personal email address and maybe we can work something out. Thanks.

Cheers,
Gary Steinhour (74-76)
garyjane1@yahoo.com

Your efforts at organizing the reunion are appreciated. Unfortunately, California's politicians are playing games with the wife's pay and it doesn't look like we have the reserves to spend on the trip to the reunion. The governor wants to cut most of the state workers to federal minimum wage until the legislature passes a budget.

Congrats on your retirement home. I google earthed the address to see where in Washington you are. Mead looks like a nice community and you have a lot of national forest in the area. Do you hunt or camp?? (*Not anymore. Ed.*)

We purchased a country property back in '98 for our retirement place. It is great in the country but, the chores are never ending. I'm fully retired now but, the wife is still working and I hear about that once in awhile. (*Address available on request. Ed.*)

We were definitely planning to attend the reunion this year but, the crazy CA politics seems to be running our life at this time. Keep up the good work.

Gary Nance (63-68, 73-76)
glnance@pacbell.net

President's Message

(Continued from page 2)

members. We are avoiding size related articles such as shirts or similar apparel to avoid inventory costs to stock sizes. Instead, we are looking towards items which are purely Reeves, like original style DLG and CG ball caps, ships photos, stickers, and the possibility of a specially minted USS Reeves Challenge Coin. Stu will have more information on the Ships Store as ideas emerge.

The last point I would like to bring up is a reminder that the November Elections are upon us. I don't have to tell you just how important this election is for us as citizens and as veterans. I won't insult you by suggesting a particular party or candidate, but instead leave you with my hope that you get out and vote. As far as working through all the pre-election hype to figure out how to vote; keep one thing in mind: "If you can't determine the value of a man by his words,

look to his friends and acquaintances for insight to his character".

Here's wishing you Fair Winds and Following Seas

Tom

Tom Bailey BT2 (84-87)

TomBailey@USSReeves.net

Remember the Movie Czar?

I was a member of the pre-commissioning crew on the USS Reeves. We commissioned the ship May 15, 1964 in Bremerton, Washington. We then went to Long Beach, California and did our primary sea trials. Upon completion of these sea trials, we were sent to the coast of Viet Nam. As IC man, part of my duties was to make movie runs and show these movies on the mess deck. I maintained the movie projectors, making sure they were always in proper working order.

Prior to leaving Hawaii, we made arrangements with the Movie Exchange so that they would hold the first run movies for us. The agreement was that we would provide them with fresh pastries like sweet rolls and donuts. The ship's cook made these pastries and he was a master at pastry making. When we first boarded the ship in Hawaii, we had 40 of the best movies in the fleet. The movies exchanges were located at the Naval Bases in the various ports and we made some type of agreement with some of the other movie exchange operators. As a result we did get the first run movies, like, Goldfinger, Dr. Strangelove and A Shot in the Dark. These were the top movies at that

time. The other ships were very curious about how we were able to get these first run movies and they couldn't. Usually the oilers and supply ships got the best movies first.

The Captains of the other ships in the Fleet were asking around how we were able to procure these movies. To the best of my knowledge they never found out. But, after these had been viewed by our crewmembers, we would trade movies via high line between ships. They were extremely happy to have these high demanded movies. Each time I returned to the ship with our movie supply, I became very popular because everyone would want to see the movie books (synopses of the movie). This included the Captain! They would call me to the Officer's Mess or Ward Room so the Captain and some of the officers could review the movies books prior to them being shown. They would select the movies they wanted to see first. We would also have a private showing for the cooks and they always had ice cream and cookies. This was their reward for making this happen. TEAM WORK!

Charles L. Elkins (64-66)

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.

Visit: TogetherWeServed.com

You'll find a lot of us there, with all the details about our service time.

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

Welcome to the East Coast—Our Next Reunion

At the Chicago Reunion, it was decided that the association would change reunions to a bi-annual schedule. The size of the association and expense of travel was a deciding factor. Sticking to the goal of bringing a reunion to a region close to you, the East/West/Central plan was reaffirmed. Thus, the next reunion in 2012 will be held on the East Coast. The exact where wasn't determined yet, although both Charleston, SC, and Jacksonville, FL, are the strongest candidates (although Tony Borba likes Orlando, FL).

Charleston

Charleston had a large Naval Base before BRAC that is now closed. However, Charleston still has a lot to offer. It has been rated as the second most popular destination spot in the U.S., edged out by San Francisco by



USS Yorktown at Charleston's Patriots Point Naval and Maritime Museum

less than one percentage point.

For the Navy side, there is the Patriots Point Naval and Maritime Museum. Tour the USS Yorktown, USS Clamagore, Medal of Honor Museum, Cold War Submarine Memorial and the only Vietnam Support Base Camp in the U.S. Its history you can touch.

History buffs have access to Fort Sumter, Magnolia and Boone Hall

plantations, Middleton Place and Drayton Hall, just to mention a few of



Middleton Place on the Ashley River, Charleston

very many.

There are many hotels very near the airport, so shuttle service will be available. If there is a large enough registration for tours, there will be tours arranged for Friday, Saturday and Sunday.

There are some dinner cruises available — can be set up if there's enough interest.

And, of course, we are looking for a hotel rate around \$80 per day.

Jacksonville

Jacksonville is very close to Mayport Naval Station, a place chock-a-block with real, live surface ships, sailors and a Navy Exchange (think San Diego). There's also NAS



USS Carney (DDG-64) homeported at Mayport Naval Station.

Jacksonville and Cecil Field.

Close by, there's the oldest settlement in North America, St. Augustine. And, of course, there are the beaches — Atlantic Beach, Neptune Beach, Jacksonville Beach and a lot of white sand on the warm east Atlantic in between.

Golf, there's lots and lots of golf. Not being a practitioner of cow pasture pool, it's not my thing and we haven't seen any golf clubs at any reunion. But they are there: seven courses within a couple of miles of



Can you imagine this?!? Driving a Segway in the Fort George woods...

downtown Jacksonville.

Let's not forget the Segway Rides at Fort George Island along the Amelia Island route.

The hotel rate may be slightly higher than Charleston, but still fully affordable.

Choosing and Getting There

You can have a say in choosing our next reunion site. Contact me at michael.d.robertson@comcast.net or write me, call me by phone, or even send a Pony Express gram. (See the application form on the last page of this newsletter.) We have a year to finalize the selection, and we have a team (Charles & Nancy Elkins) standing by to run our site checks after we send out our request for proposals to the various Convention and Visitors Bureaus.

Regardless, think 2012 and a great time down South.

Chicago (continued)

union participants by decades of the Reeves lifespan. Kurt Stuvengen gave a very moving reading as part of a POW/MIA ceremony.

As has been the case in previous reunions we then adjourned to the Hospitality Room where the sea stories get going hot and heavy. Olongapo seemed to be a popular topic this year and the disastrous events that occurred there through the decades of the Reeves visits to PI. It was the end of another very good time together, we hung out until almost midnight trying to make it last longer. I know midnight used to be when we would just be getting started partying, but what can I say, we are all getting to be a bunch of "OLD" salts now. Join us next time to renew old friendships and make new ones, it doesn't matter what decade you served, or whether it was DLG or CG; we were all shipmates.

Attending Reunions and Saving Money

Saving Money: Along with airfare and hotel, renting a car is one of the Big Three expenses when you travel. But while everyone talks about how to find cheap fares and cheap rooms, no one talks with the same fervor about how to find the best wheels deals. That's going to become more important real soon, as Hertz and Avis fight this month to take over Dollar/Thrifty - which will mean less competition and higher prices. There are easy and not-often-talked-about ways to save on a rental car. Here are some more details...

* **Rent** near the airport, not at the airport. Airport rental agencies will charge you around \$10-15 just for the convenience of getting off the plane and into a car. While rental agencies

Financials

USS Reeves Association

2010 Income Statement

Income	
Reunions	\$2,764
Program	\$1,358
Total Income	\$4,122
Expense	
Advertising	\$315
Newsletters	\$614
Supplies	\$120
Reunions	\$3,068
Total Expense	\$4,117
Net Income	\$5

2010 Assets Statement

Cash Assets	\$2,866
Liabilities	\$0
Net Equity	\$2,866

near the airport won't charge you that fee, you may have to take a cab that will cost more than that. But some close-to-the-airport places run their own shuttle service. How do you find these places? Just Google the rental company. For instance, "Hertz Miami airport" shows you a map of the airport - and another Hertz 10 blocks away.

* **Rent** by the hour. You can use a car-sharing service in big and medium sized cities for as little as \$7 an hour.

Refer to <http://www.carsharing.net/where.html> for a list of locations and details.

* **Ask** and you might receive. If you reserve a car before flying, upon arrival at the destination city simply stroll

Dues

The Association's fiscal year runs November through October. The reunion marks the end of the current fiscal year.

Association dues coincide with the fiscal year—most reunion attendees pay the next year's dues at the business meeting on the fourth day of the reunion.

It was decided by the members that the dues rate of \$20 per year will continue unchanged. No lifetime membership category has yet been established.

Dues for FY 2011 are now payable. Please remit your payment to help keep us healthy. And, donations for any amount are always very welcome.

Charitable/Educational Objectives

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

up to competing counters at the airport and ask if you can get a better deal. You may find a better deal on upsizing or price. Especially if they know you were going to use another company. Also, asking for a free upgrade on your reservation never hurts. It's amazing what a nice smile, some kind words and a simple request can do - at the airline ticket counter, at a hotel check-in and at the rental car counter.

* **Conduct** an online discount coupon search. Just Google "car rental discount coupons" and you'll get oodles of results including in some cases discount codes. With all these coupons online, there's no reason to pay retail.

* **Brag** about your friends. Membership has its privileges when it comes to

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Veterans Information Bulletins

Eric Wenzel (81-85) has been providing information from a website that covers a wide range of issues for veterans. The site is maintained by James Tichacek at American Legion Post 19 in Gulfport, MS. James posts news bulletins semi-monthly that cover any and all topics that apply to both retirees and veterans. These include Medical Care, Medical Supplements, Travel and Immigration, Tax/SS/Insurance & Legal, Death & Survivors, Pay & Finances, & Tricare. He is a member of the following:

AL/AMVETS/CORMV/DAV/FRA/NCOA/PRA/TROA/USDR/VFW/VVA

The RAO bulletins can be found at: http://post_119_gulfport_ms.tripod.com/rao1.html

You can subscribe to regular bulletin email deliveries, or simply browse the site looking for articles that may apply to your status. This is a free service and provides a wealth of current information to veterans and retirees.

Are You Receiving All Your VA Benefits?

The Department of Veterans Affairs unveiled a multimillion advertisement campaign 11 OCT designed to encourage more military veterans to enroll for government benefits and services. Only about 8 million of the nation's 23 million veterans use VA benefits and health-care services, and the department hopes new TV and Internet advertisements and other outreach efforts will persuade more vets

to sign up, the agency said. The ad campaign began with a TV spot airing in the six media markets where most service members returning from Operation Enduring Freedom and Operation Iraqi Freedom will first arrive: El Paso, Texas; Norfolk; Raleigh; Savannah, Ga.; Seattle; and Watertown, N.Y. "Welcome home! You've served your country," Marine Staff Sgt. Robert Kugler says in the ad. "Now that

you've completed your service, you've got lots of opportunities for your future. But health comes first. Sign up for health care at your nearest VA." Kugler also encourages veterans to apply for the VA's Post 9/11 GI Bill, job assistance services and a zero down home loan from the department.

[Source: Washington Post Ed O'Keefe 11 OCT 2010 ++]

The Chaplain's In The House

It was good to see a reunion that might be possible for us to attend in the DAV list. Reeves, in her DLG days, was the first ship I reported aboard as a Chaplain in January 1967 at Green Bay, Okinawa. I had flown down from Japan to meet her during a refueling stop to join the staff of COMDESRON NINE. Didn't spend a lot of time in her because Commodore HELM was oper-

ations area commander for Seadragon while Reeves armaments didn't help much for those ops...I think you spent most of your time chasing carriers on Yankee station. But, the time I spent in Reeves was great and I remember the 'luxury' of my time there. Also went aboard her while she was being refitted as a CG in Maine.

BZ for your efforts insetting this up.

John W. Kress (formerly LT, CHC, USNR) and Beth

(John and Beth attended our Chicago reunion. Both passed on some great sea stories—John about ministering to a bunch of sailors and the condom vending machine, and Beth about surviving alone in Japan with two children. We pressed John into service for our banquet.)

Saving Money (continued)

(Continued from page 6)

car rentals. Organizations that you'd expect to offer discounts - like AAA, which also allows you to reserve a car online - is just the start. Trade organizations ranging from journalists to wedding planners also get discounts. If you're booking online, you can even use a website that reveals those organi-

zation's car-rental discount codes - but don't lie about your membership, because you might be asked to produce proof when you pick up the car.

* Standard rental car advice. Shop around for prices by searching the websites of the major players (Hertz, Avis, Enterprise, Budget, Dol-

lar/Thrifty), fill up the tank when you return the car, and check your credit card coverage and car insurance because you might not need the expensive insurance from the rental agency.

[Source: Money Talk News 29 Sep 2010 ++]

Treasure Your Peacoat

By Michael Lamka (70-71)

The pea coat has been a staple of naval wear for several hundred years, and a popular civilian style for men and women in the past 25 to 30 years. Originally worn by sailors in European navies, particularly British and Dutch, the style has remained relatively unchanged over the centuries since its first appearance, and by the 20th century became a part of a U.S. sailor's seabag or clothing requirements. Derived from the Dutch word, *pij*, the modern pea coat has changed very little since the 1700's.



What makes a pea coat a pea coat?

Today there are many variations of this comfortable military style coat available for the non military, but the U.S. Navy standard issue

men's pea coat remains the gold standard for material and design. Even second hand Navy issue pea coats attract premium prices at second hand stores and online auction sites such as eBay.com. Described by Navy Uniform Regulations for enlisted men in pay grades E-6 and below as "A double-breasted, hip length coat made of dark blue authorized fabric with a convertible collar, a set-in pocket in each forefront, and a single row of four 35-line black plastic anchor buttons down the right front and three on left."

The approved fabric was, until the 1970's, a heavy 30 oz Melton wool. Post 1970's Navy issue pea coats are lighter weight.

The basic elements of a pea coat consist of a jacket that is hip length, double breasted to provide a seal against cold winds, a wide lapel to close the coat just below the wearer's

neck, and a convertible collar that can be turned up to protect the back and sides of the sailor's neck from icy blasts. Although there have been some jackets designed in other fabrics and with a variety of colors and plaids, the traditional pea coat is made of heavy course wool and dyed either black or very dark (Navy) blue. Most pea coats manufactured today are of a wool blend or even of totally synthetic fabrics.

Where to buy a pea coat

Even though the pea coat has become a constantly popular jacket design for the non sea farer, there are not many sources for buying them. This rugged outer garment isn't found in the usual outdoorsy outlets such as American Eagle Outfitters Cabella's or even LLBean. The style may be found in some upper scale retail stores, but, other than second hand stores, it is most often discovered at online outlets such as zappos.com where styles have little resemblance to the traditional pea coat. For the best selection look for retail stores that specialize in selling used military items or new copies of those same products.

One popular source for new as well as second hand, traditional and nontraditional pea coats is [eBay](http://eBay.com), probably the world's largest online auction site. Many of the auctions are for second hand Navy issue pea coats. Most of these are post 1970's so will not be the heavier weight associated with the traditional pea coat. A review of the pea coats available at eBay showed the majority to be non Navy issue but titled as authentic.

What should I pay for my pea coat?

With prices ranging from \$50.00 for a well worn second hand pea coat to over \$1700.00 for not very accurate copies of the traditional style, it seems the sky's the limit on prices. If you have access to a Navy Uniform Shop, you can buy the original for under

\$140.00. For the rest of us, the second hand shop will show price ranges from around \$50.00 to \$100.00.

If you want to spend \$1000.00 or more, you can hit zappos.com or other websites than sell imported clothing to the well to do and where the pea coat style is sometimes liberally translated. But, whether you buy from a local thrift shop, an upscale retail outlet, or an online source, the price you pay will, eventually be up to you because there is only one person who can determine what that pea coat is worth to you.

Bundle up in your pea coat.

The traditional Navy style pea coat is great for warding off the cold of winter with fashionable style and utility. With styling available for men and women, look for the basics; hip length, double breasted, wide lapel and convertible collar, made from wool and dark or Navy blue in color. If you want to stretch your fashion sense there are numerous styles that wander from the traditional, but still fit into the category of pea coats. The one overriding element of the pea coat is that it must keep you warm and block out those icy winter blasts.

[Ed. I still have my original issue peacoat from Great Lakes in 1963. It has turned kind of purple-ish, but still keeps me warm on a Winter's night, just like it did in Milwaukee and Chicago all those many years ago when I was much younger and 30 pounds lighter.]

Michael Lamka is a writer, photographer, and digital designer. He writes about industry, labor, veterans' affairs, and other topics on his list of eclectic interests. His web postings and articles can be found at:

http://www.associatedcontent.com/user/497127/michael_lamka.html

Reunion Chicago 2010 Photography



Top Row: Bill Funk, Tom Bailey, John Kress, Dick Brown, Bill Woodward, Gerry Hines, Jerry Bolain
Bottom Row: Mike Robertson, Charles Elkins, Paul Bernier, Ron Redfield, John Miller, Kurt Stuvengen



Top Row: Nancy Elkins, Vicki Funk, Fumiyo Stuvengen, Florence Miller, Janet Hines
Bottom Row: Lorri Robertson, Mary Bailey, Nora Bernier, Beth Kress

Photographer: All photography were taken by Nancy Elkins (cnelkins@earthlink.net). Nancy will provide copies of groups and individual couples photos for a nominal cost for printing and postage.

Where Are We?

At our Chicago reunion business meeting, Bill Funk asked about the demographics of known shipmates. Thus this report.

There are over 1,000 names of shipmates in the data base. Nearly all of these names came from online sites such as the Reeves Website Deck Log, Tin Can Sailors Association, Military.com, Together We Served and the U.S. Navy Cruiser Sailors Association. These are shipmates who have expressed interest in the ship and other shipmates. That's probably 25% of the total crew who served onboard Reeves between 1964 and 1993. It's not a bad statistic.

We have identified shipmates' locations by state even though we may not have a complete mailing address. In many instances, we have email addresses.

This information is important be-

Region	Count	East Coast	Central	West Coast
Northeast	118	118		
Southeast	104	104		
Midwest	100		100	
Southwest	75			75
Northwest	46			46
Central	37		37	
Mountain	17		17	
South	15		17	
West	113			113
Pacific	12			12
Totals	637	222	171	246
Percent-ages		35%	27%	39%

Shipmate counts by nation-wide region

cause it helps us plan for future reunions. The table to the right shows the potential number of shipmates that could show up at a regional reunion.

If Hawaii, Guam and Puerto Rico are not included, the division between East Coast and West Coast are pretty

evenly split. The Central states lag a bit, but are certainly well represented. There are more than enough potential attendees in each region to justify continuing with our efforts to build the USS Reeves Association.

Not surprising was the number of shipmates in the various states. Eight states comprise more than 50% of the data base. Given Reeves history in the Pacific, it's not surprising that California has the most shipmates, nearly double Florida and Texas.

State	Count	Pct
CA	99	16%
FL	50	8%
TX	50	8%
VA	33	5%
IL	28	4%
WA	27	4%
NC	20	3%
OH	20	3%

Shipmate locations in the most populous states

Veterans Day Appreciation

Many businesses are marking Veterans Day with discounts for military veterans. Both Lowe's and The Home Depot provide this discount year around.

Other appreciation events include the following:

B&Bs and Inns are providing free rooms on Wednesday, November 10, in observance of Veterans Day, November 11, to honor servicemen and women currently serving or who have previously served their country. The program was started in 2009 by the West Virginia B&B Association (formerly called MABB) and this year has expanded to include 48 states, 4 international locations and more than 700 Inns.

To see properties that are participating in the program, go to:

<http://www.bnbsforvets.org/participants.html>

Head to **Applebee's** on November 11, 2010, where you'll be able to choose a FREE entree* from a special Veterans Day menu — which includes popular favorites like the Ba-

con Cheeseburger and 7oz. House Sirloin. All you need to do is show proof of military service.

www.applebees.com/vetsDay

November 15, 2010 will mark the 10th anniversary of **Golden Corral's** Military Appreciation Monday dinner.

The free dinner meal is a special "thank you tribute" to any person who has ever served in the United States Military. If you are a veteran, retired, currently serving, in the National Guard or Reserves, you are invited to join us for Golden Corral's Military Appreciation Monday dinner.

To locate a Golden Corral near you, visit www.goldencorral.com/locator.

Proof of Service:

- U.S. Uniform Services Identification Card (active or retired)
- Current Leave and Earnings Statement (LES)
- Photograph in uniform
- Wearing uniform
- Veterans Organization Card (i.e. American Legion)

Have You Heard?

The U.S. Navy answers the question: "Why did the chicken cross the road?"

* Naval Education and Training Command (NAVEDTRA): The purpose is to familiarize the chicken with road-crossing procedures. Road-crossing should be performed only between the hours of sunset and sunrise. Solo chickens must have at least three miles of visibility and a safety observer.

* Bureau of Naval Personnel (BUPERS): Due to the needs of the Navy, chicken was involuntarily reassigned to the other side of the road. This will be 3-year unaccompanied tour and we promise to give the chicken a good-deal assignment afterwards. Every chicken will be required to do one road-crossing during its career, and this will not affect its opportunities for future promotion.

* Naval Air Warfare Center (NAWC): This event will need confirmation; we need to repeat it using varied chicken breeds, road types, and weather conditions to confirm whether it can actually happen within the parameters specified for chickens and the remote possibility that they might cross thruways designated by some as "roads."

* Commander-in-Chief, U.S. Naval Forces, Europe (CINCUSNAVEUR): The purpose is not important. What is important is that the chicken remained under the OPCON of COMSIXTHFLEET and did not CHOP to the theater on the other side of the road. Without Chopping, the chicken was able to achieve a seamless road-crossing with near perfect, real-time in-transit visibility.



* Naval Air Systems Command (NAVAIRSYSCOM): The chicken was instructed to hold short of the road. This road incursion incident was reported in a Hazardous Chicken Road-Crossing Report (HCRCR). Please re-emphasize that chickens are required to read back all hold short instructions.

* Space and Naval Warfare Systems Command (SPAWARSYSCOM): The "stovepipe" chickens of today will be replaced with a multi-function, supported, affordable, inte-

grated and interoperable world-class chicken to warriors and supporting elements, enabling them to dominate the roads of today and tomorrow, as we move "Forward...From the Sea." Comptroller holds and corporate taxes, however, will require delay fielding for two years, unless Congressional plus-ups are approved.

* NAVSEASYSKOM's Chicken Systems Program Office (PMS400CSPO): In a partnering relationship with the client, helped the chicken by rethinking its physical distribution strategy and implementation processes. The CSPO helped the chicken change to continue meeting its mission. However, the actual crossing of the road has not occurred due to the number of action items still open from the meeting.

* Naval Intelligence: What chicken?

[Source: RAO Bulletin 16 October 2010++]

Ed. I believe George Orwell coined the term "double speak" in his novel, 1984. A banquet chicken is still a rubber chicken. And, if the bird crossed an interstate highway, it would be road kill and never make the other side.

Mesothelioma Information

Tens of thousands of veterans who worked with asbestos while in the United States Armed Forces have been diagnosed with some sort of asbestos-related disease, including asbestosis and mesothelioma, the latter a particularly difficult-to-fight asbestos cancer that affects the lining of the lungs (pleural mesothelioma), abdomen (peritoneal mesothelioma), or heart (pericardial

mesothelioma). Some studies show that as many as 30 percent of all Americans with mesothelioma cancer are veterans who were exposed while on active duty.

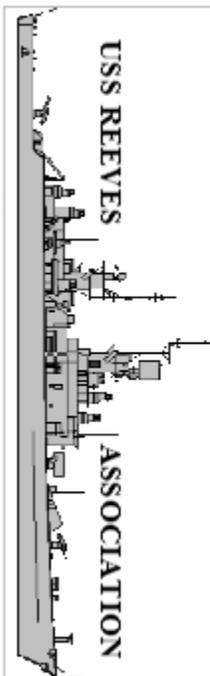
USS Reeves was one such duty station. During several extensive overhauls, the Engineering department in particular was subject to excessive exposure to asbestos insulation.

If you believe you have been exposed to these diseases, go to:

<http://www.mesothelioma.com/>

Or call 800-336-0086 for further information

**Vote on November 2nd!
It's our duty and our
American privilege.**



Membership Application

Name

StreetAddress 1

StreetAddress 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
15709 N Sycamore St
Mead, WA 99021

For further information call or email Michael Robertson at 509-315-8107, fax 703-740-9161
More details online at: michael.d.robertson@comcast.net
<http://www.ussreeves.net/association.html> at

First Class Postage

ADDRESS SERVICE REQUESTED



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



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