



THE IRONMAN—A DOUBLE ENDER’S NEWSLETTER

Membership Scorebox

Current	47
Past Due	118
Snail Mail Ad- dresses Only	264
Email Address	452
Total Shipmates	2,969

Dues Notice!

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

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

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Yokosuka: “Joyful Kingdom Of The Orient”

This is based on an article written by Fred Harden in Our Navy magazine, issue dated October, 1957. Mostly, U.S. Navy life in Japan and Yokosuka did not change noticeably until the end of the Vietnam War and the fleet reduction that occurred after 1973.

Yokosuka (pronounced *yo-koo-s-ka*) was a seaport town of 270,000 people (1957 data) located 35 miles south of Tokyo. Then, as now, Yokosuka supported units and commands as part of the U.S. Navy Seventh Fleet.

The primary industry of Yokosuka, up until 1973 was taking care of the Seventh Fleet outside of the main gates to the Naval Station. Prostitution was a legal and acceptable social component in Japan until 1957 when the Japanese caved under overwhelming pressure from many different American political and social entities. Afterward, prostitution was illegal but still socially acceptable and thriving.

However, this paints an extremely harsh picture of a port-of-call that millions of American sailors fondly remember. Predominant memories of Yokosuka included shipmate bonding, carousing in the safe areas, enjoying a foreign culture, and being playfully cajoled by the many pretty Japanese girls at our “home” bars.

Surrounding the Main Gate were three “business-wise” districts that catered to both Naval personnel and other seamen. In decreasing order of social desirability, they were *Honcho*, *Hinedecho*, and *Shiori*. Most sailors stayed in the 10-12 block *Honcho 1, 2 and 3 areas* where 250 “Class A” bars (licensed and on-limits), restaurants, massage parlors, hotels and souvenir shops co-existed side-by-side in cramped quarters on narrow streets. The *Hinedecho* district was the primary location for drug dealers, although locals and

sailors weren’t much into drugs back in the day. The *Shiori* district was primarily the undesirable and dangerous waterfront bars. If the establishment didn’t have a “Class A” sign at the entrance, it was off limits.

Across from the Main Gate was Club Alliance, Yokosuka’s Enlisted Men’s club. It had a convenient package store where a case of beer (usually San Magoo or a bottle of “hard stuff” could be purchased for a couple of MPC dollars. Of course, there were limits on quantities—but purchases could be carried off premises to the local bars, where the owners would store it in coolers or bottle shelves at no cost to the customer. After a ship departed for home, any leftover beer or booze went to the owner to sell to walk-in customers. It was a good system that worked out for everyone.

Until 1969, MPC (Military Payment Certificates) were the only currency that could be used inside the Naval Station proper. While there was a black market for MPC and U.S. currency, the Navy controlled that problem by only issuing MPC on payday. MPC was converted to Yen before leaving the Naval Station. The conversion rate was roughly ¥360 per \$1. After 1969, MPC was withdrawn from circulation except in Vietnam. In 1973, President Nixon devalued the dollar and the exchange rate dropped overnight to ¥270 per \$1. Today, the exchange rate is ¥100 per \$1. In the 50s and 60s, a seaman earned between \$77 and \$99 per month. One buck went a lot further in Yoko than it did in the states.

During the day, the streets of the *Honcho* district in Yoko were pretty bland and

(Continued on page 8)

The President's Page



Creeping back towards normal....

Greetings to the USS Reeves Association Family;

This has been a particularly busy year for me. I'm still travelling extensively with my day job, so the pace of the world is lightning fast from one perspective and paint-drying slow from another. I seem to do a lot with work, but somehow seem to miss out on a lot of things not work related. So when Mike Robertson wrote to me the other day and reminded me that he was ready to send out another newsletter, and that maybe I should get my article in order, it caught me off-guard. I mean it isn't due until September, and that's when it hit me that another summer had somehow zipped by un-noticed and it was, in fact, the middle of August. Mike was right on time, as usual, and I was once again surprised.

I started thinking about what message to convey and realized that part of the disconnect stems from the fact that this is not our year. We went to the every

From: Jeff Wofford

Subject: USS Reeves Fox Division Shipmates

Michael/Tom

I hope you guys are doing well. It has been an interesting few weeks. The end of June I got an email from a former shipmate that I had not heard from since 1980. Out of the blue John sends me an email and explained that he wanted to get back in touch with the Fox Division guys that he served with and he found my contact info on the internet. Well, to make a long story short, since late June we have caught up with almost all of our old division. Between people I stayed in touch with and people John discovered, we've contacted over thirty of the guys out of Fox Division 78 through 82. I have been talking to them about the Reeves Association and I'm hoping to get most of them to sign up. We have been talking about tacking a Fox Division reunion on the front or back end of the Reeves reunion next year. So, it looks like we may have a few additional people at the reunion.

I also watched something interesting on PBS a couple of weeks ago. They did a story on a reunion group for a WWII

-other-year reunion cycle a few years ago, and I still have trouble waiting the extra year to engage our members at the reunion. I fully understand and support the decision to skip a year between reunions. It was a decision based on the reality that reunion planning and execution are a tough game and that we just don't draw the crowd (and the money) we need to make it a perennial event. Even reminding myself of that reality does not help me get motivated to write about something that is still over a year away. I like the part where the next reunion is in sight, and we are trying to get our shipmates to get involved in getting there. I guess it's the "next year" thing that slows me down.

But somehow, this edition of the newsletter brings us back close enough to the "year to go" point, that we can start singing the praises for our next port of call, and we can really get the trek started to get our shipmates to join us in Portland. Somehow, this newsletter gets me aimed back towards the "normal" task of doing everything possible to make our next reunion successful.

More importantly, it gets me thinking forward to the opportunity to once again

Destroyer. These guys have been having reunions since the mid 1950s. Their last reunion was earlier this year in Las Vegas. They had well over 100 people in attendance. The funny part of it was that only 20 of the crew were there. Everyone else was family, wives, kids, and even grand kids from the original crewmembers. Over the years, many of the original sailors have passed away, but the families keep the reunion group going. They asked one of the old guys why the Navy in particular seems to do more reunion type stuff than the other branches of the service. His reply was very interesting. He explained that with the Navy, on board a ship, the focus was on the ship, not the individual. Everyone's job was to take care of the ship. As an individual, one person couldn't do much, but as a crew, the ship stayed underway, was able to fight and able to survive. So in essence, the crew, from the captain to the lowest member of the deck division or the boiler room became a part of this vessel. They lived as a crew, worked as a crew, fought the enemy as a crew etc... He also explained that when you live in such close proximity to a group of people, you become an extended family. That's why we feel compelled to put reunion groups together. It's why we can immediately make

enjoy the company of the many friends that we have made at past reunions, and the opportunity to welcome new members into the Reeves Association Family. We have been fortunate enough to make it to every reunion so far, and are always impressed with the friendliness that exists within the organization, and the ease with which new members are welcomed into the family. I look forward to starting the process anew, and feel a little better now that things are actually creeping back to normal.

I hope you enjoy the final days of Summer '13, and bear with us while we get ramped up to Portland '14.

Here's wishing you fair winds and following seas

Tom

friends quickly based on serving on the same ship, or even in the same Navy.

I thought that was an interesting way to look at it. I think back to the first reunion I went to. When I got to DC for our first reunion, I only knew a couple of people. Within a short period of time, I had met several people and it was like we had been friends for years, all because of our common service on the Reeves. When I went to the reunion last year, the old friendships picked up where they left off and many new ones were formed. Hell, I was even made an honorary snipe! When you think about it, it is really amazing the impact that the USS Reeves had on all of our lives. That ship is a common thread that runs through and connects many of our lives. Even though the old girl is resting on the bottom of the ocean, her crew has not forgotten her.

I have my collection of challenge coins sitting across from my desk in my office. The one that means the most to me is one that is yellow on the front and bronze on the back. On the front, two mermaids flank a shield with what represents two missiles in flight. An American eagle

(Continued on page 3)

Mail/eMail/Decklog From Our Shipmates —

Served onboard from '78-'81 in OC Div in the Radio Shack. Westpac's 79 & 80 and stayed on after the crossdeck. I well remember all the shack swabbies; RMCs Echroat, Seals & Crews, Martini, Matney, Gabler, Littlejohn (Rhino), Masi, Sleeman, Colley, Allen, Calloway. Love all you guys. Can't forget all the scivvy wavers - James, Toal, Braner, & Herrod. Love you guys too. Great ship. Great time. Great memories. If ever in FW (Fort Worth), give me a call and we can talk some Reeves shop. Bonzai.

James Hall, RMC (78-81)

It's been a while since I have posted here. I served onboard Reeves from 66-69. Decommed her in Bath, Maine. I've heard from a few guys I sailed with and would like to hear from a few more. Any one know what happened to Tate, Grebbie, Spanie, Pantoha, Sharp or any of the OPS Dept guys of that area? I heard that Feeser passed on recently, he was a hard man to please but he knew his comms. Rest in peace Chief.

Andy Casella (66-69)

Both the mailbox and the website Deck Logs have been a little quiet lately— Here's hoping that everything is OK on deck and further down the line...

From the Reeves and Yoksuka Sailor Facebook Pages:

Jeff's Email (continued)

with outstretched wings stands on top of the shield. The words "Proud To Serve" go across the bottom. Yep, that's my USS Reeves challenge coin, and yes, I helped put it together, but being able to display it and know that I was part of that crew is what I am proud of.

To catch you up on what's going on in my life, I just celebrated my 30th anniversary, my 56th birthday, and my 30th year with CommScope, all within a few weeks of each other. My son-in-law is doing great as a chief. His CO is trying to talk him into putting his LDO package in. My daughter and granddaughter are doing great. My son just finished primary flight training in Pensacola and got selected to fly helicopters. This time next year he will be flying SH-60s out of San Diego. My wife and I are doing great. She is planning on attending the reunion next year. So you'll be able to

Hi The USS Reeves Sailors !... We are The Vietnamese Refugee Boats Club... Who had Saved and rescued on the sea in the 80 s by many US Navy Ships such as USS REEVES CG-24 and USS Midway ,... we were all became naturalized US Citizens ! Some of us came back to work and open business in Vietnam.. We are all planning to have a Reunion with all our Heros USS Reeves CG-24 and USS Midway Sailors in Saigon, Good Morning Vietnam !....

Hung Hong

Thought you guys would be interested on the postings going up on the "USS Reeves CG-24" FB pages. A gentleman



Hung Hong and family—Vietnamese refugees—rescued by Task Force Alfa

meet someone that has put up with me for thirty years. She actually deserves a medal.

Anyway, I better go for now. I look forward to next year.

Take care

Jeff

Ed. At the reunion planners' conference in Portland last month, the same question came up several times. Of the 25 planners who attended, the super majority were from older Navy commands such as USS Radford (DD 446), USS Wahoo (SS 565), USS Hanson (DD 832), USS Bausell (DD 845) and USS Sierra (AD 18), to newer commands that are just getting into reunions such as USS O'Bannon (DD 987/DD 450), USS Iwo Jima (LPH 2), USS Woodrow Wilson (SSBN 624, and our own USS Reeves.

from FL, Hung Hong was one of the rescued refugees that we picked up in 1981. The guy is ecstatic he has found crew members. Might be a good speaker for our next reunion?

Kurt

For those married to foreign nationals that have a "green card". Just finished doing the on-line file to renew Fumiyo's card. Punched in renew green card to google and up pops an official site with lady liberty heading etc. Paid \$149, filled out the forms hit the electronic file button, then the \$450 fee pops up. What I thought was the official site is in fact a private site that basically does the same thing as the USCIS site but for an additional \$149. Lesson learned, before you file make sure you are in fact in the govt site.

Kurt Stuvengen

It is a fact that sea commands are the most prolific when it comes to reunions because the crews serve closely together for several years. It's more than friendship, its trusting your shipmate with your life.

The surge in reunions began in the 1970's with the WWII veterans, and it continues today.

Ticks

I don't think we paid too much attention to ticks back in the day. There were always ticks and folks that lived in the woods mostly picked them up. Do you want to find out if your pet or pets can pick them up? Try this simple test...

Pull a clean white flat sheet out of your wife's linen closet. Open it and lay it flat over any high grass area in your yard. Pull it across the grass. Flip the sheet over and look for any non-white things on the underside. They're probably ticks, and puppy will be bringing them into the house. Call the vet or get the plastic bottle of lighter fluid ready to go ... no don't light the stuff to kill the tick. Just spend a long couple of minutes reassuring Fido that immolation is not an option.

But this is the time of the year to get concerned. It'll keep your vet bill down.

High grass creates an ideal habitat for hungry ticks, according to Ellen Stromdahl, an entomologist with the U.S. Army Public Health Command.

Stromdahl also manages the Department of Defense's Human Tick Test Kit Program. Although most ticks are not infected with human disease, she said, some ticks in the United States can carry Lyme disease, ehrlichiosis, Rocky Mountain spotted fever, and viral diseases. Infected ticks have to attach to a person and remain on that individual for one to three days in order to transmit most diseases, Stromdahl said. One of the first things people can do to prevent a tick bite, she said, is to recognize tick habitat, and avoid it. "Ticks stay in -- or on the edge of -- shady, brushy areas," Stromdahl said. "You can find them in tall grass -- especially in wooded areas. They need layered shade and moist air."

The lone star tick is the most-common tick found in the southeast-

ern United States. U.S. Stromdahl also recommends the use of insect repellent to prevent tick bites. "For maximum protection, use DEET repellent on your skin, and permethrin repellent on your clothing," she said. "Permethrin-treated clothing is the best defense against tick bites. When ticks touch the treated fabric, they try to get away as quickly as possible. If they stay on the treated fabric, they die." Permethrin clothing spray can be found in hunting sections of stores, Stromdahl said, and permethrin-treated clothing is available from major outdoor clothing suppliers. Another step to preventing tick bites involves checking belongings, she said. "If you have been in tick habitat, leave your shoes outside and don't leave your clothes near your bed," Stromdahl said. "You'll be giving ticks the whole night to find you. Ticks may survive on clothes in the washing machine, but a hot cycle in the dryer will kill ticks."

She also recommends bathing or showering as soon as possible after coming indoors to wash off and more easily find ticks that are crawling on the body.

Army preventive medicine experts say that prompt removal of a tick is one way to reduce the risk of disease transmission. "When patients locate an engorged tick on them, they should not panic and should take their time to remove the tick properly," said Staff Sgt. Arvey Jones, the noncommissioned officer in charge of the preventive medicine section at the Kirk Army Clinic here. "If you remove attached ticks promptly, you can prevent tick-borne disease," Jones said. Stromdahl recommends certain guidelines when removing a tick:

- Remove the tick with tweezers.
- Do not burn it or use soap, gasoline, Vaseline or other chemicals.

-Once the tick is removed, thoroughly cleanse the bite with alcohol and apply antibiotic ointment to the bite.

Most tick bites will cause irritation and itching immediately, but this does not indicate disease transmission, Stromdahl said. Ticks that have been removed from people should be saved for identification and testing, she said, and military personnel and DOD civilians should place the tick in a jar or zip-lock bag, and take it to the local military medical treatment facility. The facility will forward the tick to the U.S. Army Public Health Command. The Health Command will identify the tick and then perform disease testing of the insect through the DOD Human Tick Test Kit Program, Stromdahl said. The results of identification will be reported to the submitting military treatment facility upon receipt of the tick, and test results -- negative and positive -- will be reported within a week. The U.S. Army Public Health Command focuses on promoting health and preventing disease, injury and disability in soldiers and military retirees, their families and Army civilian employees. The command also is responsible for effective execution of full-spectrum veterinary services throughout the DOD. [Source: U.S. Army Public Health Command | Chanel S. Weaver | 6 Jun 2013 ++]

Visiting Portland and Vancouver

In preparation for Portland as our next reunion city, Lorri and I attended a Military Reunion Planner's Conference in July at the Sheraton Portland Airport Hotel. Depending upon the hotel's response, this would be an ideal reunion location for 2014.



Portland has been described as America's most European city. If that means a great walking city with tons of public transportation, a progressive atmosphere that celebrates the arts, a culture of great food, artisan coffee, beer and wine and neighborhoods chock full of shops selling handmade clothes, crafts and furniture, then we'd have to agree.

As fantastic as Portland is to



On the Willamette River...

spend time in, it's one of the easiest cities to spend time outside. The mountains, waterfalls, wine country and other assorted outdoor goodies Oregon is so famous for are all a short drive away.

USS Reeves was no stranger to the Rose City. She made a few cruises to join in the Portland Rose Festival.

Heading the call of the "Women's Auxiliary" at the 2012 reunion, Portland is a perfect base for wine and vineyard tours west of Portland.

There are river tours on both the Willamette and Columbia. Some



Multnomah Falls at the Columbia Gorge

tours use a jet boat, others use a stern wheeler.

Depending upon demand, there



can be organized day trips to Mt. Hood and Mt. St. Helens, although both are an easy drive



Mt. Hood east of Portland



Mt. St. Helens north of Portland

A trip to Mt. St. Helens would include visits to the observation platforms at the Forest Learning Center and the Johnson Ridge Observatory. (Mt. St. Helens once had a nearly perfect cone shape, for which it was dubbed the Mt. Fuji of the West.

Portland is the home to some 30 different breweries. There are pub and brewery tours aplenty.

No itinerary would be complete without considering the Portland Spirit Dinner Cruise.

Fresh Northwest cuisine, live



entertainment and grand scenery are all the ingredients you need for a memorable evening.

On the Portland Spirit Dinner Cruise, this flagship yacht combines a classic nautical experience with a fine dining atmosphere, while the Captain provides entertaining narration on the outside deck. Major sights on the cruise include Memorial Coliseum, the Rose Garden Arena, Oregon Convention Center, Spaghetti Factory and Willamette Park.

While Portland is famous for its Rose Gardens, the blooms of summer will be long past in October 2014.



Financials

USS Reeves Association	
FY 2013 (YTD) Income Statement	
<u>Income</u>	
Dues	\$780
Donations	\$555
Interest	\$1
Ship's Store	\$225
Cost of Goods	-\$190
Total Income	\$1,371
<u>Expense</u>	
Advertising	\$164
Newsletters	\$548
Postage	\$61
Reunions/Other	\$261
Total Expense	\$1,034
Net Income	\$333
FY 2013 (YTD) Assets	
Cash Assets	\$3,464
Liabilities	\$464
Net Equity	\$3,333

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.

This newsletter is published by:

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

From Warrant Officer Walls

Aloha Ironmen,

My purpose for sending this letter is to share a few excerpts from the last telephone conversation I had with Steve Keller. That conversation occurred the night before his last surgery. As I told fellow Ironman, Mike Ketelaar, I purposely timed my phone call to be in the early evening hours, because I felt that the weight of Steve's pending surgery was weighing heavily on him. I wanted our conversation to provide an escape or distraction, albeit brief.

As many of you know, Steve Keller, his family, and doctors waged a long and courageous battle against what Steve's wife (Judy) accurately termed "the monster" a.k.a. cancer for well over a year. Throughout his ordeal, Steve remained cautiously optimistic about his chances for survival; however, he was also very much aware that the odds were stacked against him.

Truth be told, a vast majority of us would have never known about Steve's condition if it were not for Steve's father (Tom) and Mike Robertson who through their notification allowed many of us an opportunity to share what would be our last correspondence with him. In fact, I went into my phone call with Steve assuming that it would be the last time I spoke with him.

It should be noted that Mike Ketelaar had spoken to Steve earlier in the day, so I didn't want to waste what little time I had with him to be spent on rehashing his earlier conversation. I told Steve that Mike and I had talked in length about his situation, so I was completely up-to-date with his diagnosis, prognosis, surgery, etc.

I told Steve that I wanted to talk about the great times we shared in Hawaii and more specifically, a 3-day camping trip we shared on Oahu's North Shore. It was during that trip that Steve and I really bonded as friends. Armed with a tent, 5-gallon

jug of water, ice chest full of beer, and snorkel equipment, Steve and I loaded up his bright yellow VW Beetle and set out for our adventure. The trip was designed as an escape from the hustle and bustle of REEVES' extended yard period. In any event, Steve and I reminisced about our 3-days on the North Shore in June 1991, which brought back many fond memories.

Our conversation then turned to "what-if" the worse-case scenario happens. As previously stated, Steve was well aware that he might not make it through his surgery, and if he did pull through it, that his long-term prognosis was not good. I'm not the most spiritual person in the world; however, I do have a very strong faith that when we pass, we pass to a place that is free of pain, disease, chaos, crime, etc. We pass to a place where we will be reunited with those who have passed before us. Steve shared my feelings about that very special place, and the fact that we would most definitely see each other again.

I ended my conversation with Steve by reminding him of how much I cared for him. How much I appreciated his friendship and support throughout the years. I told Steve that he lived a good life and that he was a good and decent man, father, son, brother, uncle, and Navy Chief Petty Officer. I told him that the Ironmen who knew and loved him would never forget him. The last thing I said to Steve was: "I will definitely see you again."

Sincerely yours,

CWO4 John Walls

Retiree Funeral Honors

Due to the impact sequestration has on resources, Air Force Services is adjusting requirements for military funeral honors of retirees. Air Force policy will revert to requiring a minimum of two personnel for retiree MFH details, consistent with statute and DoD policy. The Air Force historically went a step further by providing a seven-member detail for all retiree funerals. "We cherish the service and sacrifice of our retirees," said Brig. Gen. Eden Murrie, Director of Air Force Services. "While we had to adjust the Air Force requirement as a result of sequestration, commanders still have

latitude to provide seven-member details if local resources permit." The two-person team will continue to fold and present the internment flag and play Taps. If a seven-person team is able to support, the detail will also act as pallbearers and the firing party. Additional support for retiree funeral honors remain available from authorized providers such as Veteran Service Organizations or Reserve Officer Training Corps units, as resources permit. "We remain dedicated to honoring our current and former Airmen" Murrie said, "to the greatest extent possible." [NAUS Weekly Update 7 Jun 2013

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OK, guys. I think that everyone knows by now that sequestration only reduced the rate of increase in the budgets for all of these agencies. Not one dime was taken away from anyone's current budget. Somehow, the extra bucks that were slated for 2013 were cut back to a fewer bucks. And now we can't provide the same services at the same levels that we spent in 2012? Huh?

Swimmer's Ear

Thinking back to the 50s and 60s, I remember a very unpleasant time in the hospital in San Francisco after returning from four weeks at the lake...

Swimming is a popular summertime activity. Flips, dives and jumps into the pool are fun but may cause water buildup in the ear. This can lead to a common ear infection known as swimmer's ear.

Swimmer's ear is an infection of the outer ear canal. The infection can occur in all age groups; however, it is common in children and can be extremely painful.

Swimmer's ear occurs when water stays trapped in the ear canal for extended periods of time. The warm, moist environment provides a place for germs to multiply and infect the skin. Germs can get into the ear from the pool water or from objects used to clean the ear canal that break the skin.

Symptoms of swimmer's ear include itching inside the ear, redness and swelling, pain when the ear is touched and pus drainage. Tricare beneficiaries who are experiencing signs or symptoms of swimmer's ear should seek medical

attention. In most cases, swimmer's ear can be treated with antibiotic eardrops. To reduce the risk of developing swimmer's ear, you should dry your ears after swimming and showering and use a bathing cap, ear plugs or swim molds when in the water. It is also best that you do not put objects in your ear canal or try to remove ear wax. For more information on receiving care through TRICARE, visit <http://www.tricare.mil/GettingCare.aspx>. [Source: TRICARE Beneficiary Bulletin | Annemarie Felicio | 7 Jun 2013 ++]

TRICARE Shingles Coverage:

Ever had chicken pox as a kid? Read on...

TRICARE covers the shingles vaccine, Zostavax, as recommended by the Centers for Disease Control and Prevention (CDC). Zostavax is recommended for beneficiaries 60 and older.

To learn more about shingles and the vaccine, visit the CDC Web site <http://www.cdc.gov/vaccines/vpdvac/shingles/default.htm>. You may receive the shingles vaccine at no cost from your doctor's office or at a participating TRICARE retail network pharmacy. To find a pharmacy that participates in the vaccine program, search for a participating pharmacy online at <http://www.express-scripts.com/TRICARE/pharmacy/> or call 1-877-363-1303. If you get the vaccine

from your provider, you may have to pay copayments or cost shares for the office visit or other services received during the office visit. Before getting the vaccine at a pharmacy, you should call the pharmacy first to:

- Verify the days and times you can come in for a vaccine.

- See if there are any restrictions.

- Make sure the pharmacy has the vaccine you need as some, such as shingles, may be in short supply.

- Make sure a pharmacist gives the vaccines and not a provider from an in-pharmacy clinic to avoid potential cost shares or copayments.

A Note for TRICARE For Life

Beneficiaries: If you get the shingles vaccine from your provider, its covered under the TRICARE medical benefit as a preventive service. Because the cost sharing waiver for preventive services does not apply when using TRICARE For Life (TFL), you will be responsible to pay the TRICARE cost share after you've met your annual deductible. If you have TFL related questions, please contact TFL Customer Service: In the U.S. and U.S. Territories, contact WPS TRICARE For Life at 1-866-773-0404 (TDD 1-866-773-0405)

Yokosuka: "Joyful Kingdom Of The Orient" (cont)

uninspiring—empty without fleet sailors. After dark, the streets and bars came alive with sailors wearing their liberty dress blues (usually tailor-mades) and white hats. (It wasn't until 1970 under Admiral Zumwalt that civies were allowed onboard ship for anyone below E-7.) Every establishment had huge neon signs—the streets glistened with iridescent colors, loud music, pimps and hawkers at every doorway. The "Yoko Chamber of Commerce" installed a huge overhead sign that spanned the entire street in front of Club Kobe and proclaimed **Broadway Avenue—Yokosuka**. It could be seen from the Main Gate.

"Cinderella" liberty was pretty much the norm (liberty expired at midnight) unless you were an officer or chief who were able or privileged to take "overnighters." So most sailors only had less than eight hours from liberty call at 1600 to midnight (2400) to really get in trouble. (How many beers per hour could you drink and still be able to walk?) And, there were a gazillion Shore Patrol on those streets, so getting in trouble was definitely not a good idea.

If pulling a Yoko port visit when arriving in WESTPAC, a lot of money was spent setting up housekeeping at your favorite bar and meeting your permanent Yoko girl friend. (Butterfly boys—those who moved from bar to bar and had multiple girl friends—were quickly discovered and

generally shunned. The bar-to-bar intelligence network was fast and accurate.)

Returning back to EASTPAC and passing through Yoko usually found one at the Navy Exchange's A-33 warehouse. There you could find everything made in Japan that was worth buying: furniture, stereos, cameras, Chinaware, silverware, jewelry, lacework, art, etc. And it sold for pennies on the stateside dollar. If you were married, had a fiancée or girlfriend (stateside), or maybe family that you wanted to impress, you saved your pay for the last two or three paydays to hit the aisle's at A-33. That was the lasting memory of Yokosuka.

The enduring memory of Yokosuka was the Japanese people. At some point, the ship's recreation officer would set up a tour of Tokyo that included a night or two stay at an authentic Japanese hotel, or a run down to Kamakura to see the famous Buddha and the Hachimen Shrine, or a run to the Mt. Fujiyama shrines. Just to ride on the Japanese train system was a lesson in humility and a testament to extreme organization.

Many sailors attended the Kabuki theater by the popular Gekidan Shinkansen, a theatrical troupe based in Tokyo, following the pure kabuki tradition by performing historical roles in a modern, noisy, and outlandish way — to shock the audience as kabuki intended.

And, of course, there were the nights spent in Japanese hotels away from Yoko with the traditional futons. If there was a place to learn traditional Japanese hospitality, it was in a serious Japanese hotel. Street shoes were not allowed anywhere beyond the entry way. Slip off the shoes and slip into slippers.

Beginning with the shoji sliding bamboo panels, and tatami flooring, sleeping was a unique and extraordinarily comfortable Japanese experience. It was a long way from sleeping at the bottom of a three-high bunk with fifty other guys beneath the fan-tail deck on a tin-can. And, a simple

Japanese breakfast was not a bacon and two over easy with toast and hash browns experience. Try steamed rice, miso soup, and various side dishes such as broiled/grilled fish, tamagoyaki (rolled omelet), tsukemono pickles, nori (dried seaweed), natto, and so on.

The biggest problem with Yokosuka was the black market. Sailors would trade MPC across the bar tops to pay for girls and drink at favorable rates. That money became part of the underground economy of Yokosuka.

Cigarettes were purchased tax-free on board ship. Pack by pack they could be carried through the Main Gate in socks and overnight bags. These immediately became barter and could be converted to hard cash. When busted, the Japanese black-marketers lost their cash or stock. The sailor ended up in the brig. This was the dark side of Yokosuka.

At the bottom line, the attraction of servicemen to Japanese woman and their strongly positive Japanese experience can best be found in the thousands of marriage applications filed by service men yearly.

The original article can be found at:

http://www.graz-web.com/Graz/Japan/Yokosuka_City_of_Sin.htm

Graz-web is the Home Page of ETCM (SW) Jim Graslie United States Navy Retired. "Some call it WEST-PAC, for 30 years I called it home."

Shift Colors

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

Ship's Store

We are slowly building our ship's store as we can find affordable sources and stock selected items.

Ship's photos from each era:

1960's (\$10) + s/h



1967— Entering Sydney Harbor

1970's (\$10) + s/h



1975—Departing Pearl Harbor

1980's (\$10) + s/h



1985—Enroute Yokosuka from Australia

Shipping and handling:

Shipping is via USPS. Please add the following for each item to cover the association's packaging and postage costs:

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

1990's (\$10) + s/h



1992—Seattle Sea Fair Festival

Reunion ball caps (\$10 each) + s/h

2009—San Diego

2010—Chicago

2012—Charleston



Challenge Coins (\$14) + s/h



Golf Shirts (\$20) + s/h



Mousepads (\$10) + s/h



T-Shirts (\$15) + s/h



USS Reeves Association - Ship's Store Order Form					
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Other—Phone: _____ Email: _____

Unusual Memorabilia

Recently, Bob Cochrane (owner, Navy Printing Plates) contacted the association (me) with an offer for some unusual memorabilia—photo-etched printing plates. As Bob puts it:

A lot of people were curious as to how I came upon these plates and some history behind them. This is to the best of my knowledge, as much is third hand info.

The maker of most of the plates was W.E. Schwing, Buffalo, NY. The name and address is stamped on the back of some of the plates. Some of these plates that seem to be newer, were made of a different steel, so I assume they were made by a different company. All of these plates were used, some more than others. The plates still have dried ink on the edges and backs. I have one box of stationery that depicts some of the ships and bases and schools. I have that plates that match some of them.

I met a man at an air show who was selling military surplus and he called me over for I was wearing my USS Rich hat. He offered to look for my ship's plate. He found it and I bought it. Some buddies asked about their ships and I bought a couple more. This man had no knowledge of ships. He didn't know a DD from a CA, so he offered to sell me the lot. He had bought them from a guy that was doing industrial clean-outs.

He (the fellow doing the clean-out) was cleaning out an old printing place in Stroudsburg, PA, and came across two pallets, under tarps behind the building. He questioned the widow and son who hired him about these plates and they said, "Scrap them," which he did. The scrap dealer called



the guy that I bought them from, and he saved them.

It took me four months to catalogue them and now I'm trying to get them out to the guys who served on these ships. Out of a thousand + plates, I only have two of the same.

As far as I know, they are one of a kind.

It has been a very interesting project. I hope this answers some of your questions. Thank you.

Bob Cochrane

USS Rich (DDE 820), 1954-1956

Ed. The plate shown here is the USS REEVES DLG-24 plate. It is etched from a drawing of the ship in it's first configuration after commissioning—two MFCS directors. No idea when this might have been used—probably for a keel-laying or christening pamphlet or program, or possibly note tablets or ship's store stationery. The

image is reversed for off-set printing. This walnut framed plate is now part of the ship's archive.

I found two plates for my first ship, USS RENSHAW (DDE-499).

This is the kind of "neat" stuff you can't find just anywhere. And, Bob has really priced them fairly.

USS Reeves and Agent Orange

The latest listing of ships and units that were found to be qualified for exposure to Agent Orange was recently distributed by the Department of Veterans Affairs on 15 July 2013. It is notably short of ships and units that served in Vietnam waters.

<http://www.publichealth.va.gov/exposures/agentorange/shiplist/list.asp> The USS Reeves Association has been contacted by Paul Richmond from the USS William V. Pratt

(DDG-44) regarding Agent Orange Exposure. In the past four years, shipmates have contacted us who have all the classic Agent Orange symptoms and who have experienced no satisfaction with the Veterans Administration. Paul Richmond has given us a means to research and prove our case that our ship and crew was exposed to Agent Orange in the mid-1960s through a early 1970s.

Our shipmate, Don Carunchio, has photos of the

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A Letter From A Shipmate's Son

Hello.

I would like to start off by saying **thank you** to each and every person who served aboard the USS Reeves. I am 25 years old. Twenty years ago this past October, my father Ronald W. Warner passed away to a rare cancer called Non-Hodgkin's Lymphoma. I understand this was caused by exposure to Agent Orange. It was caught in stage four; he was diagnosed in May of 1992 and passed away on October 24, 1992 leaving a huge void in our hearts.

My mom has told me that my father served aboard the USS Reeves during the Vietnam War. The main purpose for this letter is to search out information to help bring about a sense of closure for myself. My mother really doesn't talk about it except to say she hurts and she misses him very much. I am writing this letter looking for any information from anyone who knows anything about what and how my father served, what the purpose of his missions were and any more information that could be shared about him. I know that this was a difficult time for all the veterans of this war, but I myself have been fighting an up-hill battle trying to locate information pertaining to him. I figured that I would turn to his shipmates in hope of finding at least a

few answers.

I am truly humbled to be the son of such an honorable and great man with record of military service to his country. I am in the process of having a memorial tattoo for him placed on my right arm. It is a design which will include the **U.S.S. Reeves**. It has been a rough 20 year journey for my siblings and myself growing up without our father. Our mother especially struggled her entire life to put four kids from the ages of five through twenty-two through college; raising them on a school bus driver's salary with limited help from the government due to his death being service-related. I know my father is in a better place and I know he died for my freedom. However, my wish is that he could be here today. No one should ever have to feel the pain of growing up without a father.

I am enclosing my direct email address for anyone willing to contact me with any information regarding my father. Please do not hesitate to email me. Again, thank you for taking the time to read this and **I thank you for your service to this great county.**

My email address is:
WarnerAdvertising@gmail.com
 Thank you,

Robert A. Warner

Ed. Accumulated information gathered thus far:
Fullname: Ronald William Warner (Bydefam, Ancestry.com)
b. 26 Oct 46, Lancaster, NY (U.S. Public Records Index, Vol 2) (Social Security Index)
enl. 6 May 69, Navy (US Dept of Veteran Affairs, BIRLS Death File, 1850-2010)
est. mid-Aug 69, grad RTC GLakes
est. early-Mar 70, grad NTC GLakes, GMG "A" School
est. mid-Apr 70, rept USS REEVES (DLG-24), Bath, ME
ship. Jun 72 – Dec 71, depl: WEST-PAC
ship. Sep 72 – Mar 73, depl: WEST-PAC
est. late-Apr 73, dept USS REEVES (DLG-24), Pearl Harbor, HI
sep. 4 May 73, Navy (US Dept of Veteran Affairs, BIRLS Death File, 1850-2010)
d. 24 Oct 92, Lancaster, NY (Social Security Death Index)

USS Reeves and Agent Orange (cont)

REEVES in Danang Harbor back in the 60s. This is a great starting point. Paul Richmond will be doing further investigation during his trip to Washington, DC. There are several ships for which he will be search deck logs, annual operational summaries, and quarterly crew musters. In addition to USS WILLIAM V. PRATT (DLG-13/DDG-454), these ships include USS COONTZ (DLG-9/DDG-40), USS KING (DLG-10/DDG-40), and USS HALSEY (DLG-23/CG-24). I have asked that Paul include our ship in his searches in DC. It is my hope that we will help supplement the costs of this research into our budget.

I remember swinging at anchor in Danang Harbor back in the 60s. It had something to do with Monkey Mountain, the Ops Boss, CIC Officer, COMMO, and a couple of senior enlisted. In those days, I was a designated Seaman Deuce and wasn't part of the "boarding" party.

Our organization must follow up on this one. There

have been many of our shipmates that have been effected by Agent Orange. I have received many phone calls from Reeves' Sailors who are suffering from exposure to Agent Orange. This is certainly something we can all support and get behind. If you would like to help this effort, send whatever amount you can afford to the Association to support the work of Paul Richmond. These personalized searches of our ship's logs and records are the only way to get DOD to acknowledge our presence in Tonkin, DaNang and other hot spots back in the 60s and 70s.

Mike, in Spokane.



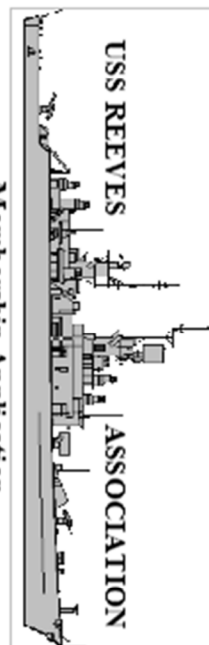
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I served on the USS REEVES (DLG-24/CG-24) as a _____ (rate/rank) from 19____ to 19____.

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

Dues Per Year: \$20.00

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

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

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
 michael.d.robertson@comcast.net
 More details online at: [USS Reeves Association Website](http://www.ussreeves.net/association.html) (hyperlink)
 at <http://www.ussreeves.net/association.html>