



THE IRONMAN—A DOUBLE ENDER'S NEWSLETTER

Membership Scorebox

Active	144
Lifetime	42
Snail Mail Addresses Only	240
Email Address	502
Total Shipmates	4,252

Dues Notice!

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

If it doesn't say Current or Life 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.

USS Reeves Legend Series

Chief Warrant Officer 4 Donald Longstreet USN (Ret)
By Tom Bailey / USS Reeves Association

This addition to the USS Reeves Legend Series is CWO4 Don Longstreet, who served two tours on the USS Reeves, both of which were spaced well apart and both when the Reeves was home-ported in Yokosuka. The first tour was from 1966 to 1968 as a Machinist Mate 1st Class in Main Control. Sixteen years later, he returned to the Reeves for a second tour as Chief Warrant Officer 4 (CWO4). While there are many Reeves Sailors who may have spent more time on board, there are very few who returned for a second tour, fewer that served on Reeves as both DLG and CG, and even fewer who could reappear with such a high level of expertise on the same ship. It is for those reasons that we have selected Don Longstreet to be part of our Legend Series.

converted to a refrigerated stores ship (aka Reefer). Don told his buddies later on that it was not air-conditioned, had reciprocating steam engines, and the crew slept in hammocks. Records show that the Graffias departed for a WestPac cruise in February '59, and that they crossed the equator on 03 Sept 60. So, Don essentially went from boot camp to his future home in the Western Pacific on his first cruise.

Don's second ship was not a ship at all, but a boat.... the USS Conger SS-477. This was a Tench Class diesel submarine that was constructed in 1945 and decommissioned in 1963. So, he once again ended up on WWII equipment and it appears he rode this one along the east coast to its eventual decommissioning.

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Don Longstreet was born in Redondo Beach, California in 1941. He was one of four children, with two sisters and one brother. He joined the Navy in 1958 and entered Recruit Training in San Diego at age 17. To say that he had a highly varied naval career is certainly an understatement, as he served on a wide variety of ships over the years.

His first assignment was to the USS Graffias (AFS-29), which was built in 1943 as a commercial cargo ship. It was acquired by the Navy in 1944 and

From the Submarine, Don served on a series of destroyers, starting with the USS Barry (DD-933), which was a Forrest Sherman class Destroyer which took part in the Cuban Missile Blockade. Next up was the USS Lynde McCormick (DDG-8), an Adams Class Can which was commissioned in 1961. Finally, after three tries, Don was on a new ship that spent a lot of time supporting carrier operations in the Gulf of Tonkin. From there Don went to the USS Earnest G Small (DDR-838), which was a

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The President's Page



Greetings and Happy Spring to the entire USS Reeves Association Family

We are happy and excited to be done with winter. It was not a particularly harsh winter in southern Colorado, while things were pretty wild in the mountains where some of the big ski resorts have well over 200-inch snow

bases. Us high-desert types made out pretty well, but we're still happy to see it go. Other parts of the country were not quite as fortunate, as some of the NE states, particularly Western NY, had some ridiculous snow falls. All things considered, we're happy to see the return of the hummingbirds.

This is a slow time in the reunion cycle for us. Normally this time in the every-other-year reunion planning cycle finds us tracking down our target location and a list of potential hotels for the next '*Best Reeves Reunion you've ever been to*', but this spring not so much is moving beyond that stage. I have modified our standard Request for Proposal (RFP) document to search for hotels in the Gulf Coast area. It's all primed and ready to go, but it's not quite ready to launch. What we're missing, at this point, is the dates for the Blue Angels Fall 2025 Practice Schedule, which pretty much dictates the 'when' portion of our requests. Their schedule changes year-to-year and the new one for 2025 is not yet released. Timing is everything, so until we have target dates, we'd just be wasting our energy. So, we wait....

I know that it seems funny to be preparing this far in advance for Fall 2025 dates, but we've learned over the years that having the hotel all situated 18 months in advance allows time for all the other stuff that has to happen, to occur on a less hectic schedule. Having the hotel lined out makes the rest of it flow better. And even then, it is almost always a mad house to get everything else completed on time. Not to mention that having those dates gives our shipmates and families plenty of time to plan a way for them to join us, especially when it involves a trip way down south. The more we know in advance, the better.

Our Pensacola based team, Todd and Jane Larson, are keeping an eye on the schedule news as well as the hotels we have already worked onto a short list. There's a tremendous advantage in having someone there who not only understands the area and the attractions but knows what we're looking for and is committed to helping us find the best deal. I'm headed to Branson later this weekend for the Asia Sailors Reunion and hope to be able to discuss this with Todd over a few adult beverages. Hopefully we'll know soon where we stand in terms of schedule opportunity. If nothing else, it will be great to meet up with shipmates and discuss the possibilities.

Our next order of business, as you may have noticed by our lead article was to add Don Longstreet to our Legends Series. You may recall that we placed a short story in the October 2022 edition of the Ironman Newsletter that announced the departure of our shipmate. We were not satisfied that that story was sufficient to honor one of our legends, and we promised at the time to re-visit the issue and produce an article that was worthy of Don's contributions to the Reeves. So please enjoy the article and our efforts to keep Don's memory alive within the Reeves Family.

That's all I have for now, as I'm off to Branson to hang out with the Asia Sailors for the weekend and enjoy all the sea stories, which are sure to be not-only true but fully entertaining.

Here's wishing you Fair Winds and Following Seas

Regards

//tom

Tom Bailey – B Div (84-87)

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

Life Memberships

At the 2014 reunion in Portland, shipmates voted for a Life Membership. After researching various Associations, it was decided that the US Navy Cruiser Sailor Association's plan was best for the USS Reeves Association. Monies for life membership are placed in an interest-bearing account and not mixed with operating funds.

The schedule is simple:

<u>Age</u>	<u>Amount</u>
Under 50	\$500
Under 60	\$400
Under 70	\$300
Under 80	\$200
80 or older	\$100

We already have 42 life members.

Letters

Tom,

I'm Daniel R. Johnson (Dan) a plank holder and residing in Kent, Washington and have received your newsletter since before you moved from the Spokane, Washington area.

I thoroughly enjoy the results of your hard work and can see the passion you put into the newsletter. In particular I've been enjoying the new series where Gerry Hines has volunteered to focus on past ship-mates. I knew (Gerry Hines) as well as the Chief (can't remember his name that lived and died in the gold rush area of California), Lt. Stegall and worked daily with Bob Neuhaus who was a guided missile gunners mate in the forward missile house where we worked and shared our General Quarters station.

As I read each issue it is as you take me back in time.

Back then, 50 years ago, we were most closely associated with those in our rating. As a 3rd Class Guided Missile tech in the forward missile house we were by craft connected with the gunners and less so with the fire control techs. However, whenever we had a kill or earned an "E" we knew it took a team. In today's issue it was fun to read the before and after USS Reeves part of Bob's live.

I too have lots of stories.

Thank you!

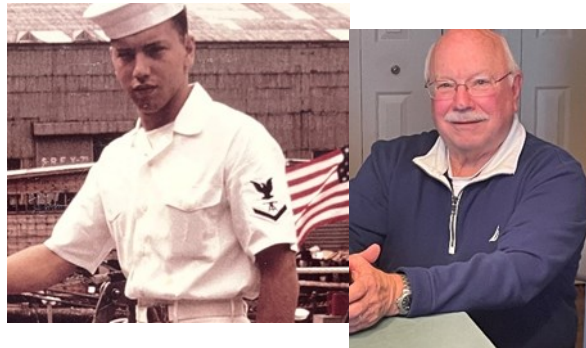
Dan

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Dan Johnson – Reeves Plank Owner

By Gerry Hines FTM2 Reunion Assoc. VP



Dan Johnson 1965 and 2022

After the recent newsletter profile of Bob Neuhaus, we received a letter from Dan Johnson, another plank owner who had served in the forward missile house with Bob. He read the article with interest as he hadn't seen or heard from Bob after he left the Navy. Dan and I have had several phone conversations since that letter. He was part of the pre-precom crew in San Diego and served on Reeves until after our return from our first West-Pac cruise in 1965. We also had

in common marrying Seattle area girls. He turned his Navy electronics training into a long career at Boeing Aircraft in Seattle. Dan has a lot of interesting stories and hopes to get to the next reunion. I told him that if a sea story is at least 10% true it is acceptable.

Chief Warrant Officer 4 Donald Longstreet USN (Ret) (cont.)

Gearing Class Can that also supported carrier operations off the coast of Vietnam.

In 1966, Don was assigned to the USS Reeves (DLG-24), in Yokosuka. He was a Machinist Mate 1st Class and the LPO of Main Control. Records show Reeves spent most of that period supporting operations off the coast of Vietnam. After the Reeves tour, Don made Chief and served some well-deserved shore postings, first as a UTA Staff member, and later at the Fuel Detachment in Sasebo.

After the Fuel Farm, he joined up with the USS Oklahoma City (CLG-5 / CG-5), which was a 1942 vintage (all gun) Light Cruiser later converted to a Guided Missile Cruiser. The Okie Boat played a prominent role in Vietnam shore bombardment support, and the evacuation of Saigon.

From there, Don got promoted to Master Chief and got orders to the USS Hector (AR-7), a Vulcan Class Repair Ship, then onto the USS Hepburn (FF-1055), a Knox Class Frigate that was based out of San Diego.

After serving a very busy 20 years, Master Chief Longstreet decided that he had seen enough and retired from the Navy. Don then went to work for National Shipyard in San Diego, doing what every snipe dreams of, permanent shore duty..... well, at least for a while. After a year of the good life ashore, he decided that permanent shore duty was not the solution and went to see the recruiter. He re-joined the Navy as a Master Chief MM.

His next assignment was to the USS St Louis (LKA-116), which was a Charleston Class Amphibious Cargo Ship. The CO of the St. Louis, CAPT Bill Gaines, recognized Don's potential and convinced him to apply for the Warrant Officer program. So now we have CWO3 Don Longstreet who wrapped up his tour on the St. Louis and in 1985 returned to the USS Reeves as a CWO4. He served on the Reeves as the Main Propulsion Assistant (MPA), and for a short time was the B-Division Officer. Don departed the Reeves in 1987 and returned back to the Fuel Farm at Sasebo. From there he returned state side to SIMA – Treasure Island, where in 1989 he again retired from the Navy.

As it turns out, Don was not yet finished working. He took a job with Chevron at their Techtron Test and

Development Center in CA, where he stayed for 13 years. It was a perfect stop for him, as he was always a car guy, so working on a car performance product line was just right. He retired in 2002, but still pursued his lifetime of love for his classic and high-performance cars.

Don stayed in touch with many of his old shipmates. One was John Briquette (Reeves crewmember 66-68), who relayed a story that he was traveling to Vallejo CA. to meet up with Don for a weekend visit. He had spoken to Don on the phone, and Don was excited about the visit. Don told John that he was going out to get a haircut, so he'd be 4.0 for John's visit. Don got his haircut, but It turns out that Don had a heart attack and passed away while walking from the barber shop to his car. That was on Saturday morning on July 23, 2022, in Vallejo, CA. Don, who was 81, never got to meet his friend and shipmate. But he left this planet knowing he was a squared away 4.0 sailor. We couldn't agree more. Here's to a true Reeves Legend.

CW04 Longstreet was survived by his wife of over 50 years, Mitsue, his son Shawn, and his sister, Linda. Please keep his family in your prayers,

Godspeed Don!

We thank you for your service.



Ruminations from The Northwest

An article by **Michael Robertson**

This will be the first article of many to come, I hope. Around Christmas, I found a computer tech to come to my house and get me online with my old iPhone. He did such a good job that Lorri took me over to Best-Buy and got me outfitted with a brand new, latest model of a Samsung folding jobby-do.

I was completely lost and could barely turn the darned thing on. So, I called the tech. He told me that I should have bought another iPhone and not the Samsung. OK, but I can barely read the small screen on the iPhone much less type on its tiny onscreen keyboard. So, back to BestBuy with arms loaded. I traded the whole Samsung stuff Lorri was holding (I'm in a wheelchair now since I had two strokes). I traded it all for an iPad 10 and an external keyboard. A great move except I lost my ability to type and have to use a stylus to hunt'n peck. I quickly got the hang of this new setup. Apple packs all their propriety stuff on their product line. I've always been a Windows guy ever since the 80's. Before I could type this article, I found, downloaded and installed a real Microsoft Office 360 app which gives me the core Windows software on my iPad. HooRah!

Things are pretty much the same up here in the pines of Eastern Washington. The climate stuff is catching on. It's been in the 50s and 60s for most of March, and it looks like it'll hit 70 before the end of the month. We watch the Weather Channel every morning; it looks like the rest of the country is just as con-

fused. I used to do all the driving. That got us everywhere from Newport, Oregon to Vancouver, BC., and Seattle to western Montana, and any place in between. Nowadays, I'm the co-pilot and I've pretty much learned to keep my mouth shut! But I have a lot of good memories – like the time I took my son over to get up close and personal with the Grand Coulee dam...and then came home through the Spokane Indian reservation. In the process, we crossed over two mountain ranges. We then took a ferry across Lake Roosevelt to get back on US 395 and head south to Spokane. Although my son never said anything to me, he told Lorri that it scared the feathers out of him – or something like that. So stay tuned. I'll probably hit some familiar turf from time to time.

Editors Note: *Michael was the power behind the Reeves Association for many years, along with being creator and long-time editor of the Ironman Newsletter. He was forced out of the business to battle several bouts of cancer. His signature column in the Newsletter was titled "Ruminations from the Northwest", where we got to hear from Michael on a continuing basis. That stopped several years ago, as Michael was quite busy with more important tasks. Needless to say, so we are very happy and impressed that Michael has regained his mojo, and will once again grace us with his ruminations. Welcome back Michael, and Happy 80th Birthday.*



Financials

Income

Current Checking	Unavailable
Current Savings	Unavailable

Lost shipmate

MMCM (SW) Louie Clark USN (Ret) passed away 5 February from brain cancer. His family plans to bury him at sea. Lou and I served together in the early 80's in Reeves. Before he came in the Navy, he was a Marine and injured himself while on leave after boot camp. He was discharged and after recovery joined the Navy. While I was an instructor at GLAKES in the 90's, Lou came through as a student to attend the Senior Enlisted Propulsion Engineer Course (SEPEC). I had him over to the house a few times to include a weekend visiting my folks up in Wisconsin. He was a great friend and Shipmate and will be missed. Fair winds and following seas, we will all see you at Fiddler's Green.

Stu

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.

From the Ship's Store:

Well unfortunately our plan to get the information to order DLG-24 and CG-24 coffee mugs from Mil-Art has failed. Apparently, the company that had been in business from the 1960's has closed the doors as of January of this year. I wasn't able to get a refund for our DLG mug art that was in process of being added to their catalog. I did get in touch with my POC to ask about the chances of reimbursement. She no longer works there but did give me the owners e-mail. I sent him a message asking for information but since it has been 4 months I suspect he won't be responding.

Stu

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

<p>Photo #1 1967 11" x 17" \$10 + s/h</p> 	<p>Embroidered Golf Shirt \$20 + s/h 2X and 3X add \$2.00</p> 	<p>Reeves HD Vinyl Banner, 30"x48" \$30. Each + \$14. s/h</p> 
<p>Photo#2 1972 11" x 17" \$10 + s/h</p> 	<p>Embroidered T-Shirt \$15 + s/h 2X and 3X add \$2.00</p> 	<p>Reeves 2" custom acrylic coated Challenge Coins \$14. ea +\$3.50 s/h for 1st coin & \$.100 ea for extras. Limit 3 coins</p> 
<p>Photo#3 1986 11" x 17" \$10 + s/h</p> 	<p>DLG or CG Ball Caps \$12 + s/h</p> 	<p>Pens and 2 1/2" DLG or CG Vinyl Stickers *</p> 

USS Reeves Association Ship's Store Order Form

Item	Description / Size	Qty	Price	Shipping Handling	Total
Photos	Specify Photo# 1, 2, or 3			\$2.00 each	
Ball Cap	Specify DLG or CG			\$5.00 each	
Vinyl Banners				\$14.00 each	
Challenge Coins	Limit of three			\$3.50 /1 .00 for addl	
Golf Shirt	Sizes run large			\$6.00 each	
T-Shirt	Sizes run large			\$6.00 each	
Ball point pens				\$1.00 each	
Vinyl Stickers	*Specify DLG or CG			\$1.00 each	
				Total	

*Pens and stickers are available only with other items purchased

Shipping is via USPS Priority.

Checks Only, please make payable to:

Kurt Stuvengen

410 E. Spring St

Orfordville, WI 53576

Cell: (608) 921-5586

Name: _____

Address: _____

City / State / Zip: _____

Phone#: _____ E-Mail: _____

Navy Allows Boot Camp Recruits to Use Personal Cell Phones to Make Calls to Family at Home



Recruits call home during their scheduled divisional phone calls at Recruit Training Command in Great Lakes, Illinois, Dec. 9, 2023. (Mass Communication 2nd Class Stuart Posada/U.S. Navy photo)

Article from Military.com | By [Konstantin Toropin](#)

The [Navy](#) said beginning Friday it's allowing boot camp recruits to use their cell phones for family calls after [a small test of the new policy rolled out in late November](#).

Recruits are typically allowed five standard phone calls during their training, the Navy's statement announcing the policy change said. "Now, recruits will utilize their personal devices to contact their family or friends," it added.

"We decided it is time for recruits to connect with their loved ones in a more modern way," [Capt. Ken Froberg](#), the head of the Navy's Recruit Training Command, [said in the statement announcing the change that was released Friday](#).

Lt. Nicholas Lingo, a spokesman for Recruit Training Command, told Military.com in a phone interview Friday that the plan is for recruits to keep their phones in separate lockboxes where they will be away from everyday access. In the future, the lockboxes will also have the ability to keep the phones charged.

Then, every couple of weeks, when recruits would normally be taken to the Recruit Training Command's massive banks of pay phones, they will now get their phones and make their calls home from their own devices.

Lingo stressed that recruits will be told not to use any other functions on their phones like video calling or apps.

"You want to afford them the opportunity to be responsible adults, to be good sailors, and this is just yet another opportunity for them to adhere to the rules and understand that we're doing this so that you can do what you need to do to talk to your family and take care of your loved ones," Lingo said.

The change will also bring the Navy in line with both the [Army](#) and the [Air Force](#), which already give recruits some access to their phones.

Lingo also said that the change in policy was driven in part by concerns that cell phones and their apps have become deeply intertwined in the lives of every American, and asking recruits to completely ditch their phones for 10 weeks is no longer practical, specifically citing functions like two-factor authentication for banking or financial reasons.

"We have family members outside of boot camp. ... Some of these recruits may have children," Lingo said. "They need to ensure that the family members are going to be able to continue to do the things that they need to do to survive outside of the boot camp environment."

According to the Navy's statement, most recruits who drop out of basic military training do so during the first two to three weeks. Lt. Eren Roubal, the Recruit Training Command's clinical psychologist, noted that leaders are "hopeful that allowing recruits continued but limited access to their cell phones and digital identities may help reduce this attrition."

The shift is also just the latest in a series of major changes that the Navy has made to its boot camp experience in recent years that aim to both modernize the process but also

(Continued on page 9)

Navy Allows Boot Camp Recruits to Use Personal Cell Phones to Make Calls to Family at Home (cont)

(Continued from page 8)

address the service's struggles to recruit and retain sailors.

In March 2023, the Navy [duplicated an Army program](#) that takes would-be recruits who don't quite meet physical fitness or academic standards at the time of enlistment and gives them additional training before they begin the formal 10-week boot camp training.

Early in 2022, the sea service also lengthened the boot camp training to 10 weeks from eight in order to add more life skills and personal development training after recruits complete the boot camp curriculum.

"I used a pay phone and phone card calling home from overseas in 1994," Froberg said in the Navy's statement. "We can do better in 2024."

'You're on your own': US Sealift can't count on Navy Escorts in the next big war+

By David B. Larter



The cruiser Chancellorsville and the roll-on/roll-off container ship John P. Bobo are underway during Valiant Shield 2018, a biennial, U.S. only, field-training exercise. The U.S. has been integrating more sealift ships into its training as it grapples with how to reinvigorate its old logistics trains. (MC2 Kenneth Abbate/Navy)

WASHINGTON — In the event of a major war with China or Russia, the U.S. Navy, almost half the size it was during the height of the Cold War, is going to be busy with combat operations. It may be too busy, in fact, to always escort the [massive sealift effort](#) it would take to transport what the Navy estimates will be roughly 90 percent of the Marine Corps and Army gear the force would need to sustain a major conflict.

That's the message Mark Buzby, the retired rear admiral who now leads the Department of Transportation's Maritime Administration, has gotten from the Navy, and it's one that has instilled a sense of urgency around a major cultural shift inside the force of civilian mariners that would be needed to support a large war effort.

"The Navy has been candid enough with Military Sealift Command and me that they will probably not have enough ships to escort us. It's: 'You're on your own; go fast, stay quiet,'" Buzby told Defense News in an interview earlier this year.

Along with Rear Adm. Dee Mewbourne at Military Sealift

‘You’re on your own’: (cont)

Command, who would get operational control of the whole surge force in a crisis, Buzby has been working to educate mariners on things that might seem basic to experienced Navy personnel but are new to many civilian mariners.

Losing ships and qualified mariners would rapidly put enormous pressure on U.S. logistics trains if the nation had to support a major war effort overseas. With far fewer qualified and trained mariners than existed during World War II, combined with an all-but-extinct commercial shipbuilding sector in the United States, sealift would rapidly become a massive strategic liability if Russia or China were able to begin sinking ships in numbers as Germany did during both World Wars.

Today, the Maritime Administration estimates that to operate both the surge sealift ships — the 46 ships in the Ready Reserve Force and the 15 ships in the MSC surge force — and the roughly 60 U.S.-flagged commercial ships in the Maritime Security Program available to the military in a crisis, the pool of fully qualified mariners is just barely enough.

They need 11,678 mariners to man the ships, and the pool of available, active mariners is 11,768. That means in a crisis every one of them would need to show up for the surge, according to a recent MARAD report to Congress. By contrast the U.S. had about 55,000 active mariners in the years prior to World War II, with that number swelling to more than 200,000 at the height of the war, according to most sources.

That means that significant losses among the available pool of mariners would likely dissuade some from volunteering (bad) and would mean the loss of mariners with critical skills needed to operate the fleet for months or even years in a major contingency (worse). And even without losses, MARAD estimates the country is about 1,800 mariners short if any kind of rotational presence is needed.

Electronic warfare

To try and offset these daunting challenges, MSC and the Maritime Administration are getting their mariners to think more like sailors when it comes to digital emissions. U.S. Navy ships have for decades had to be conscious of electronic sniffing equipment that can identify U.S. warships by the specific electronic emission made by a big fire-control radar or military communications gear.

Often U.S. ships will turn off all systems except a small commercial navigation radar to appear to be, electronically, just a commercial vessel, or even go dark all together. That kind of electronic trickery is going to be vital to preserving the sealift fleet if it has to operate with Russian or Chinese

military on the prowl in the Atlantic or Pacific theaters, Buzby said.

“Adm. Mewbourn at Military Sealift Command and I have talked a lot about this and we have been trying to get the word out to people that we are going to have to do things differently,” Buzby said.

“Turn your navigation lights off, turn your [Automatic Identification System] off, turn your radars off, tell your crews not to use their cell phones — all those [Emissions Condition] things that we in the Navy are familiar with that are completely foreign to a merchant mariner and are seen as an imposition.

“But it harkens back to some of the hard lessons we learned in World War II where in 1942 the Germans were sinking us left and right,” he noted.

As MARAD and MSC has dug into the issue, they’ve been amazed by vulnerabilities that have arisen, Buzby said.

“Even some of the equipment that’s on ships now automatically transmits data,” he said. “We put new cargo-control consoles on our Kaiser-class oilers at MSC, and one of the things we discovered soon after was that those things are talking constantly.

“When we thought we were setting EMCON on the ship, these consoles were just merrily sending signals out and we had no idea that they were doing that. Diagnostic functions, those kinds of things. So we had to figure out how to turn that off. And its [much more prevalent] on our commercial ships.”

Military Sealift Command is focusing more on operating inside contested waters, said Tom Van Leunen, the command’s spokesman.

Navy Maritime Prepositioning Force ship USNS 1st LT Jack Lummus (T-AK 3011) executes a Group Sail with Maritime Prepositioning Ships Squadron (MPSRON 3) off the coast of Guam, Oct. 4, 2017.

MPSRON 3 operates in the western Pacific, maintaining tactical control of the 13 ships carrying afloat prepositioned U.S. military cargo for the U.S. Marine Corps, the U.S. Army, and the U.S. Air Force. The squadron’s mission is to enable force from the sea by providing swift and effective transportation of vital equipment and supplies for designated operations. MPSRON 3 is part of Military Sealift Command. (U.S. Navy Combat Camera photo by Chief Mass Communication Specialist Joan E. Jennings)

“We are operationalizing the force, that’s been Adm. Mew-

‘You’re on your own’: (cont)

borne’s focus since he got here. We’re focused on preparing mariners for the more complex operational environment,” Van Leunen said.

As part of those efforts, the command has developed a basic and advanced operations course for its mariners and has been participating in more fleet exercises, he said.

Mewborne’s efforts on “mariner resiliency” have been setting the right tone, Buzby said. The effort focuses on containing electronic emissions, becoming physically fit to be able to combat damage over long periods and a sobering reminder at the end, he added.

“The last bullet point on one of the slides is ‘Learn how to swim,’” he said. “It’s to that point. There’s not going to be a bunch of destroyers around us as we take those ships over there. We’re going to be hitting the sea buoy, cranking it up and going hell-bent for leather, hoping to stay undetected.”

4th Battle of the Atlantic

The lessons from World War II are on the minds of many in the U.S. military’s high command when it comes to logistics.

The head of U.S. Naval Forces Europe, Adm. James Foggo, has already declared the renewed competition with Russia “The Fourth Battle of the Atlantic,” referring to the standoff with Germany in the first and second World Wars, and the standoff with Russia during the Cold War.

But with the expansion of NATO to former Soviet satellite states, the Battle of the Atlantic will sprawl from the Eastern Seaboard all the way to the Baltic and Black seas, areas that Russia has fortified with anti-access, area denial weapons and other capabilities in recent years.

In an Oct. 5 presentation at the Atlantic Council, Foggo pulled up an image of the immense landing and sustainment force on the beaches of northern France in 1945 to demonstrate what was made possible by containing German submarine activity in the Atlantic.

“Operation Overlord. Look at all that stuff,” he said, pointing at the picture. “That would not have happened if we had not won the Second Battle of the Atlantic. That battle raged during the first few years of the war and the Germans almost brought us to our knees using the Wolf Pack tactics.”

To that point, Foggo said that focusing on logistics is a vital part of the upcoming [NATO exercise Trident Juncture](#), happening in and around Norway in October and November.

“We have 45,000 soldiers, sailors, airmen and Marines; over 60 ships; 120 aircraft, and 10,000 vehicles,” Foggo said. “So we are really testing our response to an Article 5, our ability to move rapidly ... and even more importantly, we are testing our ability to conduct operations in the ‘Sixth Domain’ of warfare and that is logistics, which is so important.

“When you have 45,000 soldiers, sailors, airmen and Marines, and all of their kit, you’ve got to get it there. So that’s several lifts of aircraft, several [roll-on/roll-off] or sealift ships that have to get in, you have to put the vehicles on the ground.”

But while [the alliance](#) continues to scrape the rust off its large-scale logistics trains, the question of whether the mariners will show up to man the lift vessels is an open one, and one that Buzby thinks about from his office at the MARAD.

“We are going into a contested environment, so we are going to have attrition to deal with, in both ships and the people who sail on them,” Buzby said. “Who knows, that might dissuade some people.

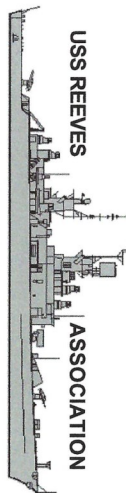
“The tradition of the Merchant Marine is we go to sea no matter what, damn the torpedoes. Most of us believe that our people will not be dissuaded. But until they walk up the gangway, you never know.”



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