



THE IRONMAN—A DOUBLE ENDER'S NEWSLETTER

Membership Scorebox

Active	143
Lifetime	42
Snail Mail Addresses Only	238
Email Address	501
Total Shipmates	4,250

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.

2025 Reunion Planning Reveal

I know that it seems early to speak about signing a hotel contract for the 2025 Reeves Association Reunion, but by our own standards we are actually running late. Not too late to fix, but later than we planned. So, here's the scoop. The 2025 Reeves Association Reunion is tentatively scheduled for October 2025 in Pensacola Florida. I say tentatively because we haven't exactly nailed down the dates, and without the dates..... it's tough to negotiate a contract to make it so. The dates are actually dependent upon the Blue Angels practice schedule for 2025. Yep, them Blue Angels, which just happen to live in Pensacola. We have our Request For Proposal (RFP) all ready to go, except, of course, for the dates we'd like to occupy the hotel. We're working on that, but in the meantime, here are some of the particulars that you may want to hear about.

cheaper during the week.

I know this is starting to sound like a through the week reunion, which some may remember we did several times in our past. We did the Monday through Friday thing in San Diego in 2009, and then repeated it again in Portland in 2014. Both times it proved to be cheaper and easier to get to attractions, and generally held down our costs in places where weekend days demand a premium price. We are looking at the first two weeks of October 2025 but are subject to the Blue Angels Schedule. We already have assurances that there are no hurricanes scheduled for those dates.

So, here's our plan, which of course we have to get a hotel to agree with, and that is to run a Monday to Friday Reunion. That would have us setting up shop on Monday, Blue Angels Practice on Tuesday or Wednesday, Naval Air Museum on Tuesday or Wednesday, optional Bus trip to the USS Alabama Museum on Thursday, our banquet on Thursday evening, and closing shop on Friday. All very tentative, but also very doable. First, we have to then get the Blue Angels to publish a schedule that works for us, then find a hotel that can accommodate our plans, then find a way to/from the Air Museum and possibly the USS Alabama Museum, plan our Thursday evening Banquet, find a great speaker that's free on Thursday evening, find a

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What we're proposing to do is change up the daily routine for this reunion to accommodate all the cool things we want to do in Pensacola, while also finding a way to hold costs down. From a schedule perspective, there's the Blue Angel Schedule, which only happens on Tuesdays and Wednesday, then there's access to the Naval Aviation Museum, which is easier and cheaper on weekdays, and then there's a planned bus trip to Mobile, AL. to see the USS Alabama Museum, which is also easier and cheaper to sneak up on during the week. The price perspective is simpler.... rooms are

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The President's Page



Greetings to the entire USS Reeves Association Family.

Here we are in the heat of the summer, and the temps seem to be trying to keep up with all the political heat. Thank God the high temperatures are not nearly as annoying as wall-to-wall politics, and also have the added advantage that by November the temperatures will at least cool down. Not so much for politics. There, that's enough about politics, let's move onto religion...

I do have something fairly good to share with my Reeves family, as last weekend was one where I got to catch up with a very select group of Reeves Shipmates. It all started about a month ago when Shipmate Kurt Stuvengen notified me that he and two rider friends were travelling across the country on their motorcycles to visit some friends and family on a month long, 5500 mile, motorcycle ride to California, Oregon, and Washington. They were coming from Wisconsin and the second day planned on being in Fort Morgan, CO for the night on Friday July 5th. For those of you that may have forgotten, Fort Morgan is home turf for our notorious and celebrated shipmate, Rod Findley. The visit was actually for Rod, but I got invited along since I live within striking distance of Fort Morgan and was likely to show up on a motorcycle. Well, maybe not a Harley, but at least on two wheels.

I rode up and caught up with Stu and his rider buddies for the evening, and we also were able to host a Mini-Reeves B-Division Reunion. It was a lot of fun to catch up not only with brother BTs, but also two snipes who I had worked with in #2 Fireroom, albeit a few years ago. Stu's rider buddies, one army and

one civilian, were pretty surprised at being around snipes, but we behaved and didn't drink them under the table. Much. They were riding to Cortez CO the next day and had a nine-plus hour ride ahead of them. I helped them out with a route plan to keep them far away from the Denver Area mess on a holiday weekend. We left early and they followed me south and east of Denver and Colorado Springs before cutting west. I delivered them to Canon City without anyone getting a speeding ticket, and directed them through an interesting and time-saving ride to the SW corner of CO. It was right at the start of the big heat wave, so I didn't mind missing the Arizona crossing

The next day, Sunday July 7th, I got a surprise phone call from Shipmate Shane Gilbert, who launched right into a Gunners Mate rendition of Happy Birthday. It really was my birthday, but I gotta tell you I was more than a little surprised to hear Shane sing-it so. When he finished singing, he simply said Happy Birthday Shipmate and hung up. Well Damn.... didn't see that one coming. Thanks Shane!

Later that same day, I got a messenger chat from Shipmate Bob Myers, saying that he and Mary were actually in Colorado Springs and wondering if we could join them for lunch. I was surprised to see that he was back in COS, as he had been there only a week earlier (according to Facebook) for his grandsons (Caden Elliot Coast) first birthday party. We agreed to meet them at one of our favorite restaurants in Manitou CO. It was only then that we discovered why Bob and Mary were back in town so soon.

Turns out that their Son-in-law, Chris Coast, the 29-year-old father of the one-year-old had suddenly passed away. The entire family was devastated by this news, and there were no good answers for the

(Continued on page 4)

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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.

Emails, Etc.

petek, david

From: david.petek@judicial.state.co.us

To: tombailey@ussreeves.net

Tue, Jul 2 at 3:03 PM

Howdy Sir.

This is a shot in the dark but I figured I would ask anyway. My dad, Dennis L. Valdez, said he was in the Navy and was stationed on the USS Reeves back in Vietnam. I'm guessing, but I think he said the years he was stationed on board were from 1969 - 1972 or 1973. Said he was a BM, but I'm not sure. He doesn't speak on it a whole bunch, but said he lost everything in his sea bag many, many moons ago so he has nothing.

I couldn't find him on the roster listed on the website, and I wanted to check to see if that were a complete list of people who were on the USS Reeves, or if they would have had to reach out and register with the site to be listed..?

You have my thanks.

David Petek

david.petek@judicial.state.co.us

303-606-2852

Greetings,

I'm happy to know that someone is trying to reconnect one of our shipmates back to his ship and his shipmates. I don't have an immediate answer to your inquiry, but I can assure you that we will examine all our files to see if he pops up. Unfortunately we don't have files on everyone who ever graced the decks of the USS Reeves, but that does not mean that we won't fully engage him as a shipmate and fully welcome him back to the Reeves Family. I will look into all the files we have on hand and let you know what we discover. Hopefully we find his name and time, but we certainly won't stop if he's not one of the one we are lucky enough to have in our files. Either way, your Dad is our shipmate and we're happy to welcome him back into a family he likely hasn't considered since he got out of the Navy.

I will be back in touch with you with the findings of my search. Thank you for reaching out to us, and we hope we can reconnect him with an important part of his past.

Regards

//tom

Any help you guys could provide would certainly be appreciated.

Jay Heassler

From: jheasler@msn.com

To: Tom Bailey

Fri, May 10 at 2:30 PM

Great Newsletter. I thought I had gotten around but CWO4 Longstreet's story is quite remarkable. Unfortunately, I never had the opportunity to meet him.

I served two tours in Reeves as Assistant Fire Control Officer, first in Pearl Harbor 77-80 while CWO2/3. When Reeves left Pearl for Yoko, I cross-decked to USS Worden CG-18, trading billets with Gunner Bachman...he was able to remain in Yoko I was able to remain in Pearl. Not agreeing on a suitable shore billet, I elected to return to Reeves in 1982, serving once again as AFCO until '82, leaving for Joint Cruise Missile Project in Wash. DC as a frocked LT. Reeves was a great ship and I truly loved my time aboard. I took the ship through ROH's at PHNSY and at Yokosuka. I also took Worden through overhaul at Pearl. When CWS was installed on Worden, I tried to get a catwalk installed between the CWS equipment room and the starboard CWS deck. Didn't happen, but at Yoko, we had a little more leeway resulting with Reeves being the only CG with a catwalk linking the two. It saved the techs many trips down and around using vertical ladders to access each area.

Todd Larson and I were also shipmates so when you see him, please say hello for me. I believe he was the MPA while we were anchored in Hong Kong and the strong-back on one of the oil strainers in the Fwd Engine Room popped free filling the Engine Room with dense black smoke...a major fire being the logical conclusion. After the damage control parties had secured the scene, it was determined no fire, just oil smoke and huge mess to clean up. I was CDO at the time and was damn glad to have Todd's expertise and calmness in my duty section.

Please keep up the good work on the Newsletter, they are very enjoyable. I hope to be able to attend the next reunion.

Cheer

Jay Heassler LCDR USN, Ret.

2025 Reunion Planning Reveal (cont)

(Continued from page 1)

way to get reduced room rates for days before and after the reunion, and do it all without any hurricane interference. While all this seems simple and straightforward, there may still be a few complications to iron out.

The RFP, which will be sent out to all the local hotels, has our plan and our expectations laid out in detail. The hotels are then aware of what we ask and can price their ability to meet our needs. The hotels like dealing with organizations that express exactly what they want, and normally respond quickly. Once we start getting back proposal and prices, then our Pensacola based ground team can check out the accommodations and select a few candidates to start negotiating with. It all sounds very simple and straightforward.... It's not. Fortunately, we have Todd Larsen and his charming other-half, Jane, to help on the Pensacola end. This allows us to see and check out the hotels before we get to the contract stage.

A few things to know about our proposed trip to Florida. This one is further south than we've ever

been so the travel costs are going to be higher. We do not currently have any concrete cost estimates on room nights but anticipate that they will be somewhat higher than we have seen for the last three reunions, which somehow defied gravity by staying with just a few dollars of each other. We will do what we can to keep our reunion costs under control. If the hotel costs in the Pensacola area are not acceptable, we are already planning on submitting our RFP to Mobile AL. to see if they are a cost-effective alternative. The problem there is the costs associated with transit to Pensacola for the Blue Angels and Air Museum visits. I guess we'll see where all this takes us and try to find a way for you to join us at the next "Best Reeves Reunion you've ever been to!"

We are working on the plan and hope to get the schedule coordinated into our RFP as soon as possible. Our goal is to have the hotel contract signed by October 2024, which gives us all room to make travel plans, and perhaps breathe a little before all the other stuff gets moving.

The President's Page (cont)

(Continued from page 2)

young fathers demise. So, even though Bob and Mary were there on the worst of occasions, they still managed to be excellent company and we all had a great meal. A few days later, I was able to stop by at Chris's memorial service in the Springs and got to meet all three of Bob's daughters. They were all lovely ladies who were doing everything they could to support the middle sister in her time of need. It felt so helpless to be there, but I was proud to represent the Reeves Association and be there for our shipmate. Our hearts go out to Bob and his family as they wrestle with something that all of us hate to even hear about. We will keep you in our prayers.

That pretty much ended a very very Reeves kind of weekend. I was fortunate to be invited to meet with my shipmates, to enjoy their company, and even to hear a Gunners Mate sing. The circumstances of the

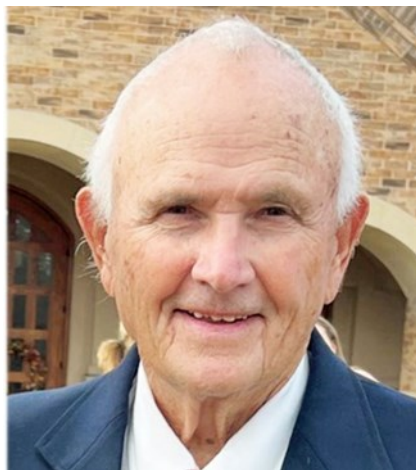
three separate encounters could not have been more different, but I ended up feeling blessed with the opportunities and thankful for their friendship. There's a lot more to this shipmate thing than previously thought. It was also good motivation to come home and actually write this column, as prior to that weekend, I was unsure what we were going to talk about.

So here we are at a point where we are working towards our next reunion and not quite settled on a date, but I have renewed faith in our brotherhood and our ability to get it done. I hope the rest of you are able touch base with some shipmates this summer. It's really worth the time!

Here's wishing you all Fair Winds and Following Seas

Regards

Tom Bailey – B Div (84-87)

CDR John Pounder Jr. USNR (Ret)

We were notified recently that USS Reeves Shipmate, and USS Reeves Association Life-Member John J. Pounder, Jr. passed from this life on June 21, 2024, at age 84. .

John was born in San Antonio TX and received a football scholarship to New Mexico State and later transferred to Western State University in Gunnison CO. John joined the Navy in 1965. Following OCS, where he served as the special services officer at Port Hueneme, and was later assigned to the USS Reeves, where he served from December 1965 to February 1968 as the Gunnery Assistant of the three-inch gun system. After his time on the Reeves, John left active duty and transferred to the Fleet Reserve. He retired in 1991, achieving the rank of Commander.

Johns real passions, however, were sports, his family and coaching. He was the head coach at Hinkley High School, where he turned a losing program into a winning one, winning the 4A State championship in 1997. He retired from Hinkley in 2001 and moved to Monument, CO. He continued coaching, however at several local high schools until 2019. In retirement, John continued on as a gardener at the Eisenhower Golf Course at the Air Force Academy for 17 years, right up until only a few weeks before he passed away.

John was a family man with a beautiful wife of 55 years, Rosalie, who preceded him in death by three years. Together they had three children, (Gayland, Jennifer, and Elizabeth) and four grandchildren.

Celebration of Life, 5:30 pm to 8:00 pm on Tuesday, July 23rd at Cielo at Castle Pines, 485 W Happy Canyon Rd., Castle Rock, CO 80108. Life sketch and Tribute Wall at www.EllisFamilyServices.com



Financials

Gerry Hines SITREP

Income

Current Checking	No info
Current Savings	No info

Our Most Esteemed VP, Gerry Hines, had back surgery on June 20th and is currently recovering at home in Arizona. The surgery to replace worn-out OEM parts with some shiny new titanium components was successful. The parts assembly process was both lengthy and technical, but the Docs agreed that it was a complete success. As of a few weeks ago,

Gerry was resting at home, improving day-to-day, and generally driving poor Janet crazy. I spoke with him today and am happy to report that he is making significant progress in his recovery. He's been walking a few miles a day and is getting around nicely without a walker or a cane. We wish Gerry and speedy recovery and hope he gets back to being himself very soon. If for no other reason, to reduce the stress on Miss Janet.

We wish you well Gerry and hope the recovery process is quick. We're currently looking for the subject of the next Reeves Legends Article to give you a challenge to look forward to.

Please get well quickly Shipmate

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.

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.

Looking for some Shipmate information

Robert Lewis (GMM3 / WEPs Div / 72-74) was the first President of the fledgling USS Reeves Association back in 2005/6. He was at the controls for the first Reeves Association Reunion, which was held in Longmont CO. in 2006. Robert has not been very involved in the Association since that reunion but has stayed in touch and called often to offer encouragement for our progress. We haven't heard anything from him recently, but we have had the last two newsletters returned by the Post Office as un-deliverable, with no forwarding address available. I tried the phone numbers and email address we had for him but got no response. I did manage to speak with one of his neighbors in Bastrop, TX who relayed that Mr. Bob was undergoing cancer treatment but could offer no further information.

If anyone has either status or contact information for Robert Lewis, please share that information with us.

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

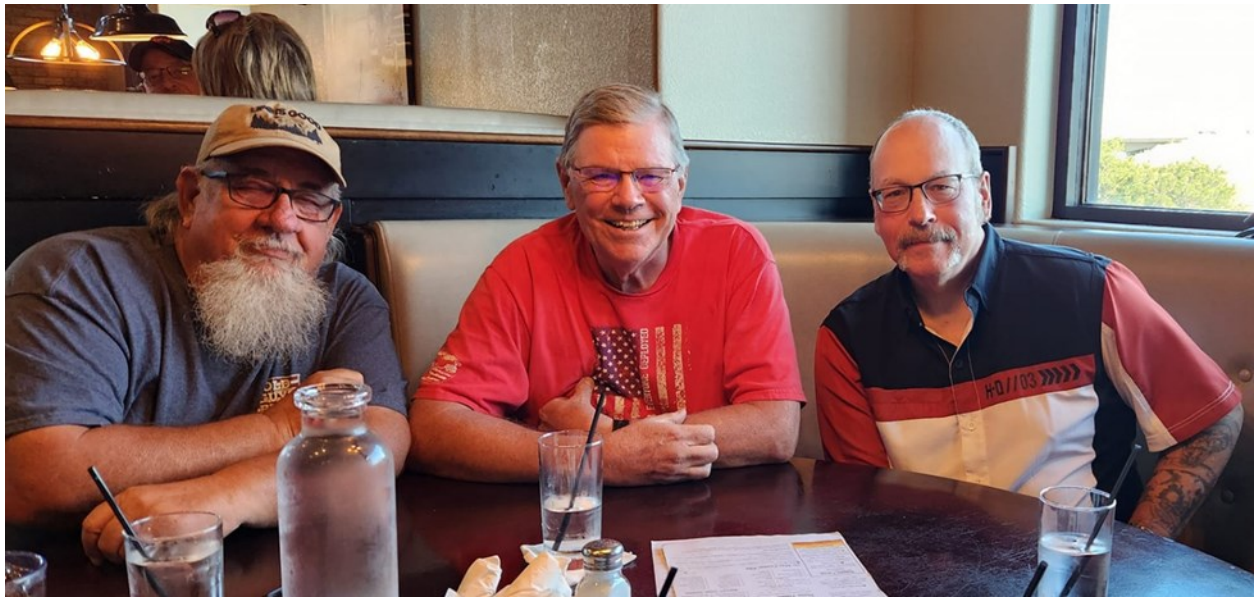
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Address: _____

City / State / Zip: _____

Phone#: _____ E-Mail: _____

#2 Fireroom Snipes Rod Findley, Tom Bailey, and Kurt Stuvengen re-united in Colorado



As noted in this issues Prez Letter, there was a reunion of sorts in Fort Morgan Colorado as Shipmate Kurt Stuvengen was in town as a stop on his west coast motorcycle adventure with his Wisconsin rider buddies, Matt and Chris. This was no casual ride! Rod and I got to meet up with the riders on July 5th as they stopped at the end of Day 2. We hung out for the evening and reminisced over a few beers. They left the morning of the sixth for night three in Cortez Colorado. From there they went on to Kingman AZ, and eventually on to Los Angeles, CA. Of course, they selected the perfect time of the year to cross the western deserts, where temps hovered right around 115F.

While in LA they were able to catch up with Reeves Shipmate Jesse Brown (BT2, early 80s). From there they met the family of Mark Manis (Reeves BTC Mid 80s / now deceased). From there they were on to Hollywood, where they caught up with yet another Reeves Shipmate, Bob Kelly (MM2 early 80s). From there Stu also got to see a couple of Dubuque Shipmates in Petaluma. Once all the Navy visiting was over with, the trio headed up 101 to Seattle Area where Matt made it on time for his 6-year-old granddaughters birthday. Matt stayed for the party while Stu and Chris headed back across I-90 to Wisconsin. So, our trio of riders covered approximately 5500 miles in 17 days. Stu has promised a complete report for the next newsletter..... if he's not off riding somewhere checking on more engineers.



Ruminations from the Northwest

An Article by Michael Robertson

The problem with having a lot of time on your hands when you are writing something is that you will correct or rewrite it several times. At some point you have to call it “done”. And, so it went, with our cross-state run to Grays Harbor on the coast.

My sister often talks about “taking a trip to the coast” but she lives in Corvallis and it’s an hour to Newport, Oregon. Nope! It’s further from Spokane to the coast. We’re thirty minutes from Idaho and about an hour or so from the western foothills of the Rockies. It’s not exactly sea level either as we’re up around 2,000 feet, give or take a few.

Heading west means a long run across the prairie and desert lands of eastern and central Washington up to the barrier of the Cascade Mountain range which are pretty formidable. They stretch from British Columbia to California and have several volcanoes along the way.

Eastern Washington has always been a breadbasket because of the miles of wheat growing on the Palouse Prairie south of Spokane. The Palouse was created at the end of the last ice age when freezing weather formed an ice dam in Montana and blocked billions of gallons of water around Missoula. When the dam broke, the water rushed west to get away from the Rockies and traveled across North Idaho into Washington, then turned south and headed for Oregon, leveling everything in its path. The flood path was not discovered until the airplane evolved enough to achieve high altitudes.

Central Washington used to be pretty dry until the Grand Coulee Dam was constructed in the 1930s to help control the Columbia River and create Lake Roosevelt. Now the ride through central Washington is filled with vistas of huge vegetable gardens with lots of impulse sprinklers on long rotating arms making big wet circles on the ground. The farmers have hung signs on the fences facing the highway announcing the crop type you are seeing, (We were traveling on I-90.)

Going further west requires finally crossing over the Columbia River and entering the foothills of the Cascade Mountain range. The mountains dry out the moisture of Seattle and Tacoma air preventing it from getting to east Washington. Thus, the dryness of most of the State.

There are only three passes over the top of the Cascades in Washington state: Stevens Pass, Snoqualmie Pass and White Pass. Otherwise, it’s the two-lane State Route 14 along the north bank of the Columbia River. Both Stevens and White Passes are two lane state routes. Snoqualmie Pass is the ever-widening interstate 90 route. Of course, no matter how wide they make it, snow will stop all traffic in any direction during the winter months even though its elevation is not even 4,000 feet.

Once over the mountains, it’s a long gradual down-grade into Seattle. The closer we got to Seattle, the denser the traffic got. That changed the travel experience and is probably a good place to stop this “Rumination.” Stay tuned for the next leg of The Road to Aberdeen.

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, we are very happy and impressed that Michael has regained his mojo, and will once again grace us with his ruminations.*

Welcome back Michael.

Navy Had Record High Suicides So Far This Year Amid Reports of High Stress, Quality-of-Life Issues



Service members attend a candlelight vigil in recognition of National Suicide Awareness Prevention Month at Camp Lemonnier, Djibouti, Sept 1, 2023.

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

Published July 10, 2024 at 3:18pm ET

The Navy reported a record number of suicides in the first quarter of 2024, again drawing attention to the myriad issues revealed about the quality of life for sailors and the service's ability to prevent such deaths.

According to recently released Pentagon data on suicide across all the services, the Navy reported 24 suicides among its sailors for the first three months of 2024. That is the highest-ever quarterly figure for the service going back to 2018, when data first started being released.

The news comes just months after the service's own surveys showed that more than one-third of sailors said they felt "severe or extreme" levels of stress in 2023 -- up from around one-fourth of the fleet in 2019.

The Pentagon's suicide data shows that the Navy managed to make progress on tamping down suicide in 2020 and 2021 -- the years when COVID-19 restrictions were at their most stringent.

In 2020, the Navy reported 65 deaths by suicide -- down from 73 in 2019. In 2021, the total dropped even further to 59.

However, since then, the annual figures have climbed back up. In 2022, the annual total shot up to 71 deaths by suicide, and last year the Navy reported 69 deaths.

In March, the Pentagon's independent watchdog started investigating whether the service "effectively took actions to prevent and respond to incidents of deaths by suicide, suicide attempts, and suicidal ideation among members of the Navy assigned to sea duty or shore duty."

The Navy's own audits found the service's implementation of suicide prevention efforts to be lacking.

Although Navy leaders have been talking more frequently and openly about the need to improve sailors' quality of life in the past year, those conversations have also come in the wake of several high-profile suicide clusters and revelations of the conditions under which sailors serve.

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Navy Had Record High Suicides So Far This Year Amid Reports of High Stress, Quality-of-Life Issues (cont)

(Continued from page 10)

Just one ship -- the aircraft carrier USS George Washington -- experienced "a 9/11-like event" of at least nine suicides between 2019 and 2022.

The carrier had been in a shipyard environment for years, and conditions for sailors there deteriorated to the point that the ship's most junior sailors preferred sleeping in their cars rather than aboard the vessel.

Adm. Daryl Caudle, the man who oversees much of the Navy's East Coast fleet, said at the release of a Navy investigation into shipyard conditions in mid-2023 that "it was pointedly obvious that the Navy had failed the George Washington through a host of things that we put that ship into."

It was not the only carrier undergoing maintenance to deal with a spate of suicides, though. Across the country in Washington state, the USS Theodore Roosevelt also had three suicides during its 18 months in maintenance.

The Navy has started to try to improve conditions for sailors at the Newport News shipyard that hosted the George Washington, but that is far from the only area where junior sailors struggle.

The Navy's 2023 survey data shows that junior enlisted sailors -- sailors between the ranks of E-1 and E-6 -- are also the most stressed segment of the service. The survey found 40% of that group reported "severe" or "extreme" stress levels, up from just 29% in 2019.

In contrast, only 30% of junior officers and 27% of senior officers felt the same way last year.

Those same junior sailors are "most likely to have high levels of burnout," the report on the survey said, while noting that 27% sailors reported high levels of burnout.

The Navy's top officials -- Adm. Lisa Franchetti, the chief of naval operations, and the service's top enlisted sailor, Master Chief Petty Officer of the Navy James Honea -- have both talked about the need to improve the conditions of service for sailors this year.

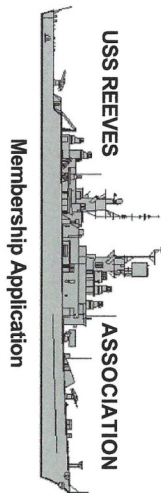




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I served on the USS REEVES (DLG-24/CG-24) as a _____ (rate/rank) from 19 ____ to 19 ____ . Division: _____

Membership in the Association includes the right to vote and hold elective office. It also includes receiving the "Ironman Newsletter, email updates and further privileges as to be determined by the Board of Directors. We kept the dues at \$20.00 per year but have recently changed the duration to match our two-year reunion cycles.

Dues: \$40.00 for two years

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:

Please mail application and check to:

USS REEVES (DLG-24/CG-24) ASSOCIATION
1154 S Greenway Ave
Pueblo West, CO 81007

For further information call or email Tom Bailey at (719) 647-2872
tombailey@ussreeves.net

Or find more details online at: <http://www.ussreeves.net/association.html>