



NEWSLETTER

Of the USS REID Reunion Group

May, 1997

Vol. 1 No.3

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Reunion *** October 5 - 7 Virginia Beach

From the President's Desk ---

Art Bish has some really nice tours set up - ones which I am sure everyone will enjoy. If you haven't yet sent your application, I urge you to do so as soon as possible so that he can get everything set up. Let's make this reunion the biggest and best. There are a lot of members who have not attended a reunion in some time - so please make a special effort to come to this one. It would be very gratifying to see as many of our shipmates as can possibly be there.

Mack Massa

From the Coordinators Desk ---

Art Bish reports that just under 30 shipmates have signed up for the reunion so far for a total of about 60 people altogether. Responses for the tours were spread out among the five choices to the point that not enough people signed up for any single one to reach the minimum number required for the tour. Maybe we shouldn't have been given so many choices.

So that's what we have to do now - cut down the number of choices so that we can get enough for at least one tour. Art Bish, who is relaxing at an undisclosed location now that tax season has passed, called just before he left to set up a second round of choices so that the tour question can be resolved.

The two tours that got the most votes the first time around were Tour #1, the 5 hour bus tour of Norfolk Naval Base and sights in the city, including the

Chrysler Museum and the Douglas MacArthur Memorial, (\$20/person,) and tour #5, the 4 hour cruise of Hampton Roads including lunch, entertainment and dancing (\$35-40/person.)

Make Your Choice

Please send in your choice of cruise - #1 or #5 - one more time to:

Art Bish
3561 Bryn Brae Drive
Virginia Beach, VA 23464

Also---this issue is being sent to all inactive members. Come join us at Virginia Beach in October! Contact Art at the above address right away!!



L to r: Emil Bralowski & Anthony Lugar
at 1981 reunion in Long Beach

Let me congratulate you on the great job you are doing with the newsletter.

You ask for pictures, and as I have packed up and moved several times since I lost Emil, most of the pictures are still packed in boxes. The one of Emil and me was taken when we were both home on leave in June of 1945.



Rita Bury SK1/c & Emil Braloski SF2/c
June, 1945 in St. Louis, in courtship days

I can't tell you much about his life aboard the Reid. I'll leave that to people like **Dave Burke** and **Blackie**. (Thank you Dave for the kind words about Emil in the last issue.) I can, however, tell you about Emil before and after the war.

We weren't what you would call childhood sweethearts. We were neighbor kids who hung around with the other neighborhood kids. Our romance began through letter exchanges while we were both in the Navy. He was discharged in October of 1945 from the Separation Center located at the Naval Air Center in St. Louis. I was stationed there at that time as a storekeeper taking care of the pay records. Walking down the hall one day he saw me and gave me a big smooch. Some one (perhaps one of you) said "I

wonder who that is - I know it's not his sister." I was required to stay in the Navy until February of 1946, and we were married the next month.

This would have been our 51st year together, but it wasn't to be. We did have forty years together, were blessed with three wonderful children five grandchildren and to this point, two great grandchildren.

When Emil went into the Navy in December of 1941, we were all still feeling the effects of the great depression. He was lucky to be the delivery boy for the local grocer. Emil drove the green grocery truck and mothers would pull in their little children when they heard the green hornet coming. This is the job he would have gone back to after the war if he hadn't been lucky enough to be taken under the wing of **Anthony Lugar** who taught him the fine art of welding.

When he applied for a welding job after the war, and they saw him confidently flip that hood down, strike that arc and lay a bead, they knew they had a winner. He was always grateful to his shipmate for affording him a whole new life. At the 1981 reunion in Long Beach Emil finally got to properly thank his mentor. (Picture on front page.) Our 45 year old son, Tom, earns his living welding taught to him by his dad who was taught by Anthony. It grows and grows!

Emil loved his association with his Reid shipmates and was so happy in 1979 when Blackie was coming through St. Louis Airport, from a Reid reunion, and got in touch with Emil. He did say many times, however, he wished he had taken advantage of the opportunities to see so many things in all the places he found himself while in the Navy. I'm sure many of you can relate.

He said as soon as you got off the ship you headed for the nearest gin mill, Australia, Hawaii, San Francisco, San Diego and many more. When I expressed a desire to visit Hawaii he was very negative and said, "Been there, done that". So much for a revisit!

I'm sorry I won't be coming to the reunion this year as I'm planning to go to Hawaii in 1998 with the Waves Convention. There are no gin mills in the itinerary. Probably aren't as much fun any more anyway.

Nineteen-forty-one to nineteen-forty-five are four years that changed many lives, and mine and Emil's were definitely for the better. We had adventures we never dreamed possible and met wonderful people from near and far. We were always proud of our service

records and our association with our shipmates. There is a bond that will last forever. No matter how long, where or when we served, we will always be shipmates.

[Rita: An outstanding letter. Thank you for sharing these recollections with us.

A Waves convention in 1998!! Now that would have made a big hit with this gang 60 years ago. Have fun. - Ed.]

Address Changes

** Cmdr. David Ziemba

4793 Noyes St., San Diego, CA 92109-3636
tel:619-272-3574

** Florence Morgan

Mail returned. No forwarding address.

** Cmdr. Reid Senter, CO USS Reid

Gordon Seastrom

Batavia, IL.

(Aboard Reid Nov. 18, 1941 to Aug. 7, 1944)

Just received your well planned newsletter. Computers seem to be changing the face of the earth as well as our much regarded newsletter. Your predecessors did a wonderful job as well. Too bad we didn't have these things years ago. Even in our ageing years, they are still wonderful to use. That's what I'm using now.

You were asking for some pictures of our past. I have one that was taken just off Buna, New Guinea, in 1944. The picture was taken from the starboard torpedo tube.

Keep up the great work and hopefully you'll get some new stories and pictures to make your job less painful.



Standing
L to R:
Daniels
Van Allen
Strand
Denny
Arnold
Chief Hulst

Kneeling
L to R:
Stalun Strong
Olesinski
Norton

Sitting L to R:
Seastrom
Lorio

Duff was on
duty at
the time
of this
picture.

Ted Albers

Arlington, VA



Bill Albers, 1942

[One of] my spare-time projects is to compile my father's [Ensign Bill Albers] Navy-era records. I have documents from his ROTC days at Harvard to his discharge, that is, May 1942 to April 1946. The record shows that, no doubt like many of his shipmates, he took only 27 days leave during that

time.

I am sending you a page from the October 1995 Harvard Magazine which contains a photo of Bill Albers and fellow Naval ROTC student officers; this is reproduced from an April 1942 edition which detailed Harvard's response to the war.

Bill was discharged from the Norfolk VA Naval Hospital in September 1945, and from Chelsea, MA, in April 1946, still suffering from what was then considered a fatal disease, and given ten years to live. His "Dermatitis, Herpetiformis" was contracted sometime during his years in the Pacific. Consistent with the medical knowledge of the day, they tried to burn the disease out with induced Typhoid Fever, then leech it out with baths of Gentian Violet. Heaven knows what medication he was on, but he developed gout, too. He was discharged as a lost cause, the doctors in Chelsea having exhausted all known treatments, with a 33% disability.

Through Navy or family contacts (we don't know which) he located a doctor, a Jewish refugee who had escaped Germany during the war. "Bill..." my mother remembers Dr. Hoffman saying, "only I can save you!" Good thing, as by now he knew the Navy could not.

Somehow the combination of Dr. Hoffman's positive thinking and heavy doses of sulpha-based drugs (and many buffering drugs to mediate their effect) kept the condition in remission. Bill had a

stroke in 1972 from which he recovered enough to continue his work, skiing and sailing, but suffered a fatal one in 1979, while I was in India during my senior year in college. He worked as an investment broker in Boston for Kidder, Peabody during his entire career. The very few "war stories" we heard as children seemed to have to do more with the lighter or absurd aspects of the war and Navy. His social times with Sam McCornock, moments when my mother Natalie heard most of these stories, were not spent reminiscing about the worst aspects of the war, which somehow you all survived, but making the best of what they had survived with. I had no idea what Reid survivors had really experienced until I started reading your logs and first hand stories.

My admiration for my father's shipmates and the experiences shared by the Reid crew has grown while researching this project. It has allowed me to look through a small window into a part of his life, and that of his shipmates, to learn what might have otherwise remained forgotten.



Bill Albers studies his sextant as a classmate vigorously signals a "U". Picture appears to have been taken on the roof of a Harvard building.

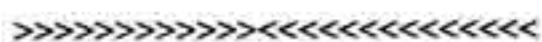
[Thanks for a fine article, Ted. Through your work, it's possible for Bill to live on in the memories of subsequent generations in his family who may never have known him otherwise. It was with that thought in mind some time ago, that I wrote, for family members, a biography of my mother who died recently at the age of 98.

As a signalman, I stood watches with your father on the bridge on occasion. I remember him as a serious young man. I was young but not serious. The wardroom gang knew him much better, of course.]

Ted Albers in a second letter---

--- asks if there were any responses to my request for a photo of those from the Reid who were awarded purple hearts. Elizabeth Sprague mentioned in the Feb., 1997 issue that there was such a picture. Noone has responded. Was there really such a picture? I'm looking for volunteers to respond.

Ted says that he has a good black and white photo lab in his home and would be glad to make reproductions of the photo. Lastly, Ted sent in an excellent photo of the model in its new location. I'll use it as soon as I have space.



Pearl Harbor 55 Years Later

Gordon Seastrom traveled to Pearl Harbor for the 55th anniversary and has written an account of his impressions for the benefit of those of us who didn't go. Here is Gordon's report:

My wife and I arrived at Honolulu December 4th. We had booked passage on the cruise ship departing from there on December 7th. I had intentions of attending some of the activities before we set sail. Unfortunately, the activities conflicted with our cruise schedule so I missed the sunrise and sunset services as well as the banquet all planned for the day of December 7th.

However, I did have an opportunity to go to the convention headquarters at the Sheraton Hotel on Waikiki Beach on December 5th. For the 50th anniversary, the headquarters used the entire 2nd floor

for registration and information. I reported to that same area but nothing was located there for this reunion group. I finally found the headquarters on the 21st floor. It occupied two small rooms. Very few people were there at that time. Quite a contrast from 5 years ago.

The next day, December 6th, I returned with a friend I had taught school with in Illinois. He had served aboard the USS San Francisco on December 7, 1941. Again we went to the 21st floor. There were a few more veterans this time. Maybe as many as 15.

Five years ago it was very well attended by all service groups. I do not know how many attended this time, but it was low in attendance. I overheard some saying, "This is my last trip here." It made me realize that we are ageing along with the saying, REMEMBER PEARL HARBOR.

Our cruise ship, Independence, left Honolulu on December 7th, but stayed just outside Honolulu during the night. On December 8th, we entered Pearl Harbor to pass by the Arizona Memorial. They do this only once near the anniversary date. The harbor was very quiet with few ships moored or anchored. It was so different 55 years ago. Few people on the cruise ship had any concept of what it really looked like back then.

As we cruised around Ford Island, I was very surprised to see that a bridge is being built from the visitors center to Ford Island. From what I was told, the USS Missouri will be moored just south of the Arizona. They will represent the beginning and ending of the war. Ford Island may become the new submarine base. It appears that ships will not be able to pass under that new bridge due to the height above water.

When we returned from our cruise a week later, we went to Pearl by land to go aboard the Arizona. It is still a very moving experience. There were a good number of visitors waiting to do the same thing. I noted that there were many from Japan. I will have to say, most of them were very respectful during their visit. Some even threw their lei into the water at the memorial. It's a new generation, I guess.

As a matter of interest, the Pearl Harbor Survivors Association is trying to change the next reunion for December 4-9, 2000, stateside. Their reasons are many: accessibility for transportation, cost, centrally located, etc. The proposed location is Fort Mitchell, KY.

News Reports Recount Reid's Last Moments and Aftermath

Henry Heinaman sent in a transcript of a radio interview with Lt. Rufus Porter and Cmdr. Samuel McCornock, Captain of the Reid. Bill Alford may have printed this account in some past issue of the Newsletter, but it is new to me and probably to some others as well.

Radio transcript. Interviewer: Tris Coffin for Admiral News. Time: January 21, 1945. Location of interview unknown. (Rufe should remember.)

Coffin: We are going to hear the story of one of the fightingest ladies in our Navy - How she fought, and how she died, a credit to our nation. She was the U.S.S. Reid, a destroyer that saw hot and heavy action for 3 years. But here is her executive officer, Lieutenant Rufus C. Porter, Jr., United States Navy, of Kellyton, Alabama. He was aboard the Reid throughout her time. Carry on, Lieutenant.

Porter: In three years of war in the Pacific, the Reid steamed 220,000 miles, fired more than 10,000 rounds of ammunition, and took part in 13 landings and 16 bombardments. We shot down at least 17 enemy planes and sank one Jap submarine and five landing barges. We roamed the Pacific from San Francisco to within a thousand miles of Tokyo, and from the Bering Sea to Botany Bay.

The Reid was at Pearl Harbor on December 7, 1941, and helped repel the attack. From there she went to the Aleutians to operate in the fog, rain, cold and heavy seas. The Reid bombarded Kiska and took part in the landings at Adak and Atka. That's where we sunk a Jap sub.

Coffin: When did the Reid get into the South Pacific, Lieutenant?

Porter: On December 7, 1942, the Reid escorted the first army troops to Guadalcanal. We spent the next four months patrolling the waters of what we called "Sleepless Lagoon" and also made sorties into the Coral Sea. We were in about every landing in the southwest

Pacific and were the flagship in five landings. Our operations were, of course, only a small part of the war in the Pacific.

Coffin: Thanks for setting the stage for us, Lieutenant. The skipper of the Reid is Commander Samuel A. McCornock, United States Navy, of Iron River, Michigan, and I'm going to ask him for the story of the destroyer in its final action.

McCornock: We were enroute to Ormoc Bay with our squadron, escorting landing boats. The great surface battle you've all heard about was over, but the Japs were still hitting with their planes. We were expecting the Jap planes to attack, and were waiting for them.

Coffin: Commander, had the Reid had much experience in fighting off Jap air attacks?

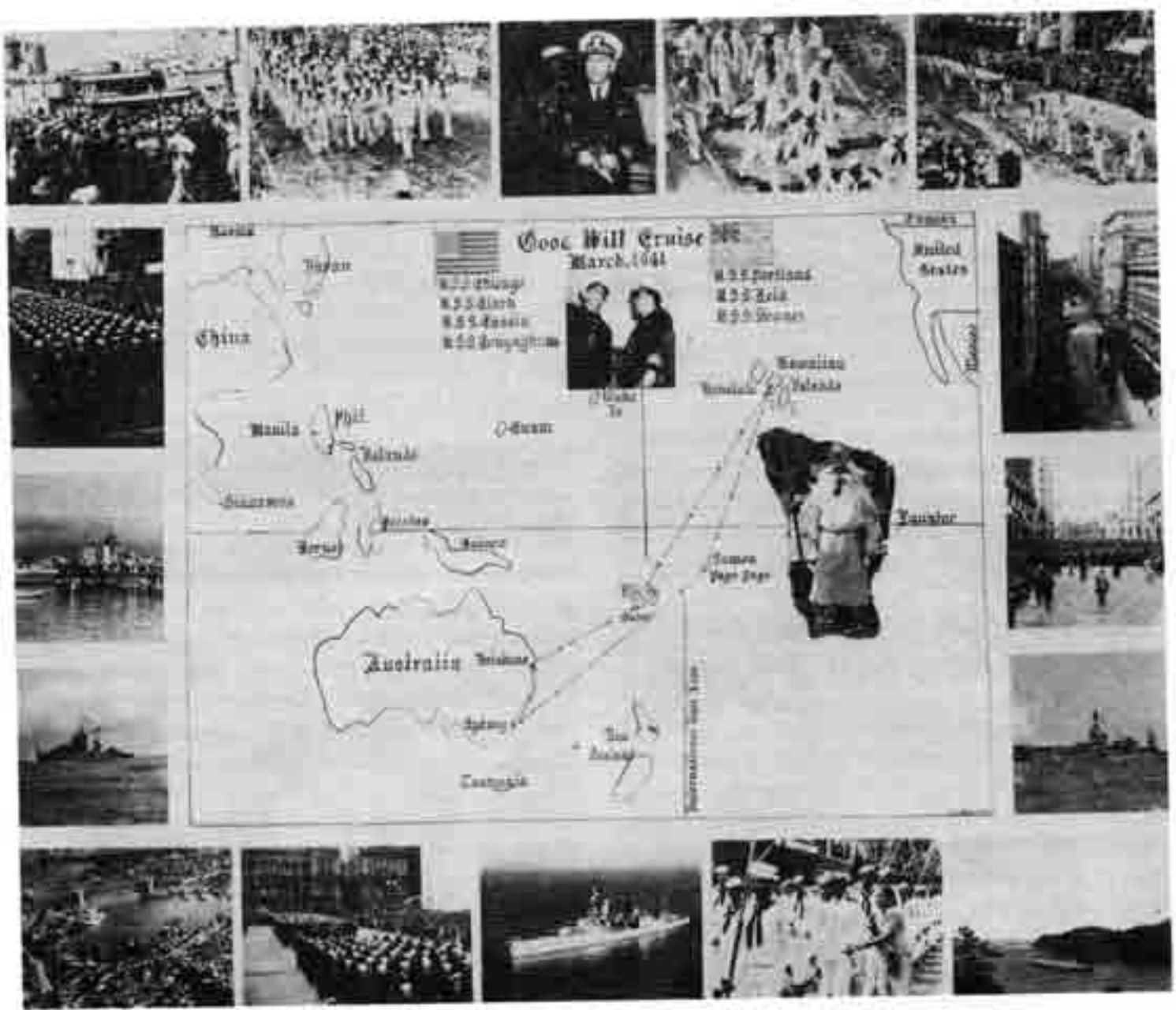
McCornock: Oh, we'd had practice all right. The Reid had been in about 20 separate air actions, and our guns had fired at - say - 300 Jap planes at one time or another. Off Finchhafen, Jap planes attacked us all night. They came in in 9 waves. And last June at Biak, the Jap planes singled us out, and attacked for half an hour. All the time we were in waters off the Philippines, we had an average of about 10 alerts a day. Yes, our gunners knew their jobs.

But to get back in that action on December 11 last, our guns started firing as soon as the Jap planes were in range. There were about 10 or 11 of them. The attack lasted about five minutes. All our guns were blazing. Bombs were coming down all around us - as well as Jap planes our men brought down.

The ship took three direct hits in succession, then blew up and sank in two minutes.

Coffin: Were the casualties high, Commander?

McCornock: Yes, they were. It was Providence that any of us got off alive. As it was, 150 men survived. 28 of the survivors were injured. I'd like to say this about the men we lost - I knew them all. You get to know everyone in a destroyer. They were all a credit to their nation. They had all done their share in fighting this war. The U.S.S. Reid and her men were a great team, and I hope that one day a new U.S.S. Reid will come out of the shipyards to carry on the tradition. *[As it did! -Ed]*



Australia - 1941

Kim (Miller) Thomas sent in a momento she found among her father's (Stub Miller) things. It was of the fabulous trip to Australia that some of you guys were so lucky to have made in early 1941.

Australia was at war and the war was going badly. The rest of the English speaking world hoped that the U.S. would join in the fight, but we hadn't yet. The young, able bodied men of Australia had gone off to fight a foreign war. Japan was expanding into the East Indies. Australia was in jeopardy. In a show of force,

called a good will visit, the U.S. sent a task force to the southern hemisphere.

The lonely ladies of Australia were happy to see the young American warriors. (That's the story I heard when I joined the ship right after you all came back!)

I wish I had the original photos of the smaller insets. We might be able to see someone we know. It would be a long shot, though.



It's a mistake to allow any mechanical object realize you are in a hurry.

Speaking of Australia---

Hank (Ace) Kolsom Middleburg, FL.

Ace remembers missing that great trip in early 1941. Here is his account:

[In 1941] I extended my cruise for two years, figuring that by that time the USA would either be at war or not. Anyway I decided to drive cross-country to Ocala, Florida, where my folks were living.

After leaving them, I drove up to Atlanta, Georgia, where my sister was living and visiting with her for a few days I drove back to San Diego and reported to the Destroyer Base for further assignment.

I was working in the machine shop under a second class machinist mate, and he was opening and cleaning 100 pound CO2 cylinders, and he told me to go get a thread chaser, which I had never heard of. I was sure he was pulling my leg so I walked around the shop keeping an eye on him, but he never cracked a grin. I finally decided to bite the bullet and went to the tool

room and asked for a thread chaser and sure enough they gave me thing that looked like a rat tail comb that women use. I went back and gave it to my MM and he started using it to clear the threads of the lead that was used to seal the cap after it was screwed back on. After working under and with Captain **McCandlis** for a bit I was finally on my way back on an oiler and home.

When I got back to the good old Reid I discovered that while I was on shipping-over leave she had made a Good Will cruise to Australia and had also picked up some new men in the crew.

After the start of the war, after Pearl, we were in a convoy and as we approached the Equator, **Adams EMI**, myself and a few others of the old crew had not crossed the Equator, and of course were Slimy Pollywogs and not fit to associate with the Exalted Shellbacks. We went around stealing everything we could find belonging to those nasties. Believe you me, we paid for everything we did to those people. Adams, I believe, went through the shillelagh line two times and came back to me and told me to plead guilty, as a result I went through it three times before they believed that we had repented for our bad ways. Of course, the next time was ours, and we did the same mean things to the next bunch of nasty, slimy pollywogs.

Walt Smudzin San Diego, CA

I was aboard the Reid 1938 - 1941. I came aboard at Mare Island and left in August 1941.

While in Pearl Harbor, I played lots of chess with **J. V. Swift**. The last I saw Swift was in 1941 until the reunion in San Diego, 55 years later.

[Walt sent along some pictures. The one to the left has no date, but it's pre-war.]

Walt's description: L to R: **Lynwood Beverly, Major Bowes and Walt Smudzin**. We used to go to Yuma, Arizona because **Updegraff** lived there. I think he was married at the time. A story goes with the car and how I got to spend the night in the desert while Beverly and Bowes went to town to get a part to fix the car.

[We definitely want to hear the story, Walt, providing it's printable..]



My number one grandson, Lincoln Scott Porter of Baltimore, has prevailed in stiff competition for nomination and appointment to USNA.

He will enter with the Class of 2001 on 2 July. I am very proud of his achievement under tough conditions. The Academy only accepted about 1400 from 15,000 applicants.

Plebe summer at the U.S. Naval Academy entails a rigorous exercise program focusing on the key areas of muscular strength, endurance and flexibility training.

Generally, it requires a minimum of 2-3 months for a healthy individual to achieve peak conditioning.

Bill Alford

Beaumont, TX

As for health, I believe I am doing fairly well. I am attending the Wellness Center at a local hospital six days a week. Three days for Cardiac Rehab III, and three days for muscle development to strengthen my leg muscles. My latest operation was back in January 1995 when I, too, had a rotor-rooter operation.

[I had mentioned I was going in for one of those procedures in a previous letter to Bill. The list of shipmates who have had this relieving experience is probably longer than the list of those who have not. - Ed.]

George Stiefel

Aiken, SC

Just a line or two to thank you for the good job you are doing with the newsletter. It's people like you and **Bill Alford** (and others too numerous to mention) that have made the Reid Reunion Group as successful and great as it has been and still is. Thanks again.

We were in Delaware last May (1996) and while there made a one day trip down to Washington, to go to the Navy Museum to see the Reid model. We experienced the same problem you cited in your article. It took four of us to locate the display. The model will surely attract more attention at the Memorial. Thanks to **Capt. Porter, Mr. Pennington, Capt. Barnett and Frenchie**. We are enclosing a picture made with the Reid Model in May 1996 at the Navy Museum.

Looking forward to seeing everyone at the reunion at Virginia Beach this fall.

[Thanks for the picture. The model is moved now and in the Navy Memorial. I will use a picture of the model at that new location. - Ed.]

I found a few things while going through some of my parents' belongings. My dad was Carl "Stub" Miller. I had the pleasure of meeting quite a few of the people in the Reunion Group when the reunion was held in Nashville the last time. I came with my mom "Nellie" and two of my sisters.

I would like to receive your newsletters. I enjoy reading them. My address is:

1005 W. High St., Lima, Ohio 45805

[Picture of Stub Miller WT2/c taken at Lima train station, probably in 1943 when Reid was in overhaul. Stub joined the Navy in 1938 and reported to the Reid the same year. He transferred off the Reid early in 1944 in Sydney, Australia and left the Navy when the war was over. He retired from SOHIO in 1982.]

**Calvert Sims**

Hutchinson, KS

I like the new format of the Newsletter, and I think it's great that you are taking the time to do it.

Howard Grove and I came aboard the REID in September 1937. I left the REID June 1941 for San Diego and pay out. I have picture of that period. Pictures of PF30 commissioning and some reunion dates.

We are both in our 80's. Probably won't be doing much traveling, but certainly enjoy the news.

Not certain at this time if we'll make the Reunion at Virginia Beach.

[Calvert: Please send pictures mentioned here. I promise to return them. I have references who will testify that I do return them.]

Item Overlooked in February

By Bill Alford

The USS CARNEY (DDG-64) entered the Atlantic Fleet with a bang - or rather, whoosh - as it became the first ship to successfully fire the vertical-launched antisubmarine rocket (VLA) at a maneuvering target.

CARNEY fired two exercise VSLs at a submarine

during post delivery test and trials at the Atlantic Fleet Weapons Training Facility underwater tracking range. Both VLAs operated flawlessly as their boosters delivered MK-46 torpedoes which achieved "on target" placements and multiple acquisitions on the submarine.

The test and trials were full of many firsts for the CARNEY's undersea warfare team. On May 22, the team fired two exercise MK-50 torpedoes against a submarine at the Atlantic Underwater and Evaluation Center at Andros Island in the Bahamas, becoming the first ship to conduct a MK-52 surface vessel torpedo tube firing against a live sub at the range. CARNEY is also the first ship in Navy history to fire all three surface launched weapons currently in the U.S. inventory--the VLLA, the MK-50 and the MK-46 torpedo.

The undersea warfare team executed four attacks using LAMPS helicopters and Antisubmarine Squadron Light (HSL) 42 and air dropped MK-46 torpedoes. All in all, 10 undersea warfare weapons were fired during CARNEY's weapons testing with all weapons achieving excellent placement and multiple acquisitions.

This and That

My appeal for material for the Newsletter stirred up a little nostalgia and dusted off a few picture albums. But don't slack off, thinking there is nothing more to do!! It's "What have you done for your Newsletter lately?" that counts!!

But I'm not a complete ingrate. I do appreciate the material and pictures that were sent in and which appear in this issue. I try to fill up the Newsletter pages in multiples of four, which is how it is printed. If your picture or letter doesn't make this issue, it should appear in the August issue.

The last newsletter mailed to Florence Morgan (on the Ladies of the Reid list,) was returned as not deliverable. Anyone have any info on her?

Note for new skipper of the Reid: Please put me on the mailing list for your familygrams. Your name is added to ours. Just received a big stack from Cdr. Ziemba, but we're not on the regular mailings.



The first Reid reunion - San Diego, 1965

Photo by Mack Massa

Remember that news article about Skrepenski disappearing in Australia and mentioned as a Reid crewman? The writer in that Wisconsin paper must have his ship mixed up. Bill Alford couldn't find any reference to a Skrepenski in the ship's logs, and noone responded saying that he knew him.

Gordon Seastrom sent in an article from the Navy Times listing 20 ships that will be decommissioned. According to that article, the present Reid (FFG30) is scheduled to be retired in 1998. Is it time to start campaigning for a new USS Reid?

Biographies

Bill Alford wrote to request that biographies of shipmates be included in the newsletter. It's a great idea and in fact, it was suggested in November last year. Noone offered to be first. If you wait for the obituary, you won't know what we say about you.

Rufe Porter has agreed to be first (at my urging and Bill's suggestion) and has promised to send me a writeup, or at least some raw material. The rest of you, start making notes!! Where born? What were parents doing there? School days glory, pranks, achievements, adventures. Same for Navy days & for post Navy days. Please sit down and write what comes to mind. I will put it together.

USS REID (FFG30) Returns to San Diego Changes Skippers

Frenchie Manckia was on hand to handle the #1 dock line when the Reid returned to San Diego from duty on the other side of the world.

In a ceremony on April 25 at Pier 1 in the Naval Station, Frenchie reports that Cmdr. **David Ziemba** turned the command of the Reid over to Cmdr. Reid Senter. Cmdr. Ziemba was awarded the Distinguished Service Medal for service in the Persian Gulf.

Frenchie reports that the Squadron Commander, Capt. **James Morrell**, was there, saying to Frenchie that his attendance at the ceremony was influenced by his (Morrell's) father's connection with some of the same WWII battles that the old 369 fought. Frenchie and **Bill Denny** were recognized and applauded at the change of command as old warriors.

Captain Ziemba's Last Report from the Reid

Just as I was putting the finishing touches on this issue of the newsletter, I received a thick package from Capt. Ziemba with lots of interesting news of the Reid's adventures in the area around the Persian Gulf and in Australia. It would take three complete issues to repeat it all word for word. I'll pull out a few highlights for this round.

The most important news is a first hand report on what happened in the ramming of the Reid by a tug, putting a 30" crack in the starboard bow. I have the 4 page detailed report of the incident, but Capt. Ziemba summarized it for us as follows:

*"Where the news [media] got that [the tug] rammed the Reid twice is beyond me. After he hit us, perpendicular at about 7-10 knots, I maneuvered the Reid to "shoulder" him to the south/holding area. He blackened our sides pretty well, but there was no 2nd ramming. (I was hitting him!) My Visit, Board & Seizure Officer was ready to jump aboard & "take down" the tug when he (the tug) cut his tow. The MIO [Maritime Interception Operations] Commander **told** me to let the tug go."*

On that occasion, the Reid confiscated 2000 tons of illegal Iraqi oil. All in all, the Reid accounted for more than one third of all the intercepted vessels in violation

of UN sanctions during the time it was on station. Some of the time the Reid was operating close in to shoal water with a darkened ship.



Reid Recommended for Commendation

Capt. Ziemba mentioned in his letter that the Reid "has been submitted for a Meritorious Unit Commendation for our actions while conducting Maritime Interception Operations."

The personal day log that the skipper (Is it Captain, Commander, Ziemba or Dave to us old timers?) sent in, gives us a glimpse of what the peace time Navy is like these days once they get away from the hot spots. In fact, the account of the visit to several Australian ports rivals, if not surpasses, the 1941 visit mentioned elsewhere for fun and frolic. More on the adventures of the FFG30 in the next issue.

USS REID Reunion Group
c/o Len Gardner
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Palmyra, VA 22963

First Class First Class First Class