



NEWSLETTER

Of the USS REID Reunion Group

Vol. 3 No. 2

May, 1999

Editor: Len (Tack) Gardner, 3 Cove Circle, Palmyra, Va. 22963 – Tel & Fax: 804-589-3074 – E-Mail – <lfgardner@hotmail.com>

San Antonio Reunion

Let's get with it, shipmates! At last count, I am the only one who has made a reservation, according to our reunion coordinator, Nancy Erickson. Call the Holiday Inn Downtown on West Durango Blvd. Mention the address, because there are two Holiday Inns in downtown San Antonio.

Tel.#: 800-445-8475 or 210-225-3211.

\$79/night. Mention REID reunion.

Our reunion is from October 3 to October 7. There is a much bigger reunion group coming in at the same

time to the same hotel. So we need to tie up our reserved rooms.

We also must tell Nancy what tours we want. Reservations must be made in advance and paid in advance. Tentatively, there is a short city tour, and a Nimitz Museum tour. If there are other tours or activities of interest, call Nancy or E-mail ASAP.

E-mail: <ericksonnancy@hotmail.com>

Tel.# : 830-634-2250 .

More discussion inside.



Waikiki Beach before the war had two major hotels. The Moana Hotel is in the background of this picture. The Royal Hawaiian is behind the photographer

SHIPMATES & LADIES

Kathryn Neilson (Harold) Marion, IL

Kathryn Neilson sent in a couple of pictures of Harold which I am including in this issue. One of them was taken on a Honolulu street at the corner of Hotel and Fort Streets.



"Jughead" Neilson

Kathryn called to identify one of the sailors on the fantail of the REID in the picture published in February. She says that the middle one of three shown on the back page of the February issue is Harold, a.k.a. Jughead. Now who are the other two??

Harold and Kathryn kept in touch with shipmate, "Colonel" Paul over the years. Harold was

known as "Jughead," for his thick head of hair, during his days on the REID, according to the Colonel.

[The picture of Neilson on the Honolulu street is of particular interest to me because you can see, reflecting in the store window, the building on other corner. The second story window in the reflection looks familiar. I believe it was a dental office where I had my four wisdom teeth pulled out by a civilian dentist not long after I arrived in Pearl in 1941. - Ed.]

H. Maurice "Colonel" Paul Carlton, GA

Kathryn Neilson mentioned that her friend, Colonel Paul might have pictures, so I gave him a call. It was a wrong number. The area code had been changed. (See Changes.) The Colonel is 80 now and doing fairly well. His wife answered the telephone and there was another correction to be made, because I didn't have any wife listed for the Colonel. She has a very musical name: Jennie Laurie - pronounced Laur-ee.

Paul joined the Navy in 1937 and was aboard the

REID for 4 years, 1939 to 1943, leaving as a BM2/c. He went on to serve on a real small ship, PC1564. He left the Navy in 1945 to become a farmer and later worked for the Soil Conservation Service.



Harold Neilson in downtown Honolulu
1939 or 1940

Nick Shuman

Manchester, CT

Keep up the good work on the Newsletter. When it comes in, it's a #1 priority and I take time to read it all the way through. In fact, I read it two or three times over the next week.

Today [February 7] is my anniversary date of when I joined the Navy - 59 years ago!! My brother "Sunshine" was on the REID in the bridge gang with Frenchie and Childress, among the ones I remember. Red Atherton was in charge of the group.

I went aboard the USS PYRO, sister ship of the NITRO, and headed for Pearl to go aboard with my brother. I was in Platoon 17 at NOB, Norfolk for recruit training. Platoons 16, 17, 18 & 19 started the same week. Several recruits of these units joined me on the PYRO. Marion Zazula was one of them.



Elmer Childress sent in this picture of the Shuman brothers aboard the REID. By coincidence, it arrived just in time to go with Nick's letter. Nick is on the right and Bill on the left, according to Elmer. This reproduction is 200%. The original was postage stamp size.

Memory not being what it used to be, I don't remember if he was in Platoon 17 or not. Anyway, we stopped at Guantanamo Bay, Cuba, both ends of the Panama Canal, always unloading or offloading ammunition. On to Vallejo ammo Depot and the same routine. Up to Bremerton, WA and the same thing again. Then off to Pearl.

All this time, there was a group in the next section of bunks who seemed to be in bed all the time. I found out they were in the "Black Gang" and I decided then and there when I got to the REID I would try to get into that group. When we got to the REID, Zazula went with me and I got #2 Fireroom with Van Trees, Stubby Miller, Joe Driscoll, Tony Cisco and Griggs. Ted Dives also was part of the #2 crew. I stood watches with Lynwood Beverly from #1 Fireroom and he was a F1/c. He lives in Gales Ferry, CT about one hour from here. We've been in touch and promised to meet at our new casinos some day. He is only 10 minutes away from them and I'm about an hour. I have his phone number and hope to make the call soon. Usually my wife and I make a spur of the moment decision and off we go.

I left the REID in June 1941 after we came back from Australia and retired in November, 1959 as ACMM. One of these days I'll get around to my bio, which includes my ancestors who fought in the American Revolution. That is the O'Brien side, my mother's maiden name. The only one [war] we've missed is the Persian Gulf War. My son spent 18 months in Nam.

I'm supposed to be retired, but we are into computers and at our age it's not easy to understand them. So we are spending a lot of time on it and also going to classes. As a carpenter, I made all the cabinets and desk out of white formica.

I hope to get started on my "bio" as I know the crew is getting smaller and it's hard to get enough information to print in the Newsletter. *[So true! So true!! - Ed.]* Sometimes I don't know if there are enough hours in the day. We have a lot of activity here. I also make trips back and forth to New York where I have six daughters and 12 grandchildren.

Remembering

James "Willie" Wilson Melbourne Beach, FL

James "Willie" Wilson passed away on March 16, 1999 in Melbourne Beach, FL. He was 78. He was buried with full military services, as well as Masonic and Fleet Reserve honors. Word was received too late to send flowers.

Willie was born in Pottsboro, TX and enlisted in the Navy in May 1940. He came aboard the REID in Pearl Harbor three months

later as a Fire Controlman striker and stayed with the ship until it went down in 1944. He was a FC 1/c at the time.

Willie never got around to writing his bio, so all we have is his vital statistics that were sent in 15 years ago and his account of December 7. But he did send in quite a few great pictures of the himself and some of the crew during the REID years, which I included in past issues.



Willie at retirement - 1960

This and That

New REID

I was looking over some of the old Newsletter material that Nick Shuman sent me a year ago and came across an article that "Colonel" Paul wrote back in the 1980's. In it he mentioned that the campaign to get a new ship named USS REID went on for 18 years before it was finally successful with the launching of the FFG30.

So let's not be disheartened if our first letters and contacts don't produce a promise of a new USS REID right away. We've just got to keep at it. Write more letters to more of the movers and shakers in the Navy. And talk it up to the up and coming movers and shakers too. One of these days one of them may be sitting in the decision makers chair!

Old REID

Sandy Lehmkuhler sent in a news feature that appeared in a Chicago newspaper. The headline: **U.S. missile frigate Reid starts a new life with Turkish navy.** Its new name is GELIBOLU, Turkish for Gallipoli. *[Check your history books mates.]*



Willie & Ilva in 1944

Willie went on to serve on cruisers and carriers and did several tours as an instructor. He retired as a Chief Fire Controlman in 1960. Thereafter he made his way in the early computer world and related technical fields. Sometime during the war, Willie met and married Ilva Aquino, a Yeoman stationed at Treasure Island. Ilva sent along a picture taken late in 1944 when she was a Y 2/c. Willie and Ilva had two children.

Carl Midtyling

Sun City, AZ

The last newsletter was returned with the remark, "Moved, left no address." I can't find him on the internet. Does anyone have any information on him? In fact, the only information I can find in my records is that he was a Lieutenant on the REID and retired as a Captain. He was Executive Officer of the REID in 1940. Does anyone have any other information? If he was an Academy man, maybe some of you alumni can help out.

Silver Tray Returned

The tray that was originally presented to the old 369 and later to its namesake, the FFG30, has been returned to the family that donated it. In his forwarding letter, Reid Senter said, *"I hope the arrival of this silver tray is not a complete surprise to you..... I was asked by the DD369 group to forward this tray to you as Mrs. Beatrice Reid Power's closest living relative.... My ship enjoyed a great deal of use from this platter, prominently displaying it on all special occasions and ceremonies. It gave us a great sense of heritage..... I hope that when the Navy exercises its customary good judgement and names a fifth USS REID, your family might once again consider loaning this tray to that ship....."*

Where is the news from the officers of the old 369? We haven't had a single letter, news or bio from any officer except Rufe Porter. I do talk to Bill Pennington about Reunion group matters occasionally, but Rufe is still the only contributor of news or biography. We lead by example - a maxim that is still true today.

Can't have a Newsletter without NEWS!

It has been a pretty skimpy season since February for news from the gang. I haven't received a single Biosketch. You'll notice that this issue is mostly filler material. Thank goodness some pictures were sent in.



Calvert Sims sent in this picture taken in San Diego at the ship's picnic in 1938. Sims says it is the second skipper and his wife, but he doesn't have a name. Could it be James Carter? If so, what happened to him? Help!

Proof Reading??

The February issue was not proof read properly. I missed some typos and paragraph indents. I was in a rush to get the copy to the printer because we were leaving for our ski trip and I knew I wouldn't have time to work on it after we got back. Sorry about that.

Maybe we should have stayed home anyway. The snow wasn't great in Colorado in early February this

year. Then Doris was knocked down and tore some ligaments in her knee on the last day. She had a new experience being wheeled in and out of the plane on the way home. She's O.K. now.

When we got home I picked up the Newsletter from the printer and some of the pictures had come out so faintly that I decided not to mail it. A friend of mine, who took over the newspaper I used to publish, saved the day by scanning and enhancing the pictures and printing them out in beautiful condition. The print shop agreed to reprint the whole batch without additional cost, using the new picture technique on those that needed it the most. Didn't they come out great? Check out the ones on pages 3, 5, 7 and 12 in the February issue that were sent in by Sims. They actually came out better than the originals. I'll be using this processing technique on all pictures in future issues.

And thanks to the printer who reran the Newsletter. She's a fine businesswoman who takes pride in her work.

Please check those old albums

Look in those old albums and send in some shots of the good old days. In fact, I'd like to run some of the ones that didn't come out very well in previous issues. You might send those in too.

Changes:

[It is hard to keep up with the area code changes. If the telephone number doesn't work for the shipmate you are calling, check the telephone book for a possible new area code. If you are on the internet, click on the "white pages" and enter the person's name and address.]

H.M. "Colonel" Paul	706-743-8840
Wife: Jennie Laurie	
Jack Goodrich	941-597-1023
Pat Norman	602-354-1196
3215 North 83 rd Street, Mesa, AZ 85207	
Capt. Carl Midtyling	Delete - address unknown
Bill Denny [correction]	bdenny@cari.net

First Law of Salesmanship: —

Treat the customer like a mushroom; keep him in the dark and spread manure on him at frequent intervals.

— 1001 Logical Laws

SIGNAL LOG - USS ANTARES

December 7-8, 1941

Here is an account of that memorable day that will put your emotions racing as if you were there. Chip Chiappori was the Signalman on watch that fateful morning. The Antares, a stores issuing ship, was laying to off the entrance to Pearl that morning waiting for permission to enter the harbor. Chip had the presence of mind to make a copy of the signal log for that day, adding a few editorial comments as did so.

Signal logs were used for reference by the OOD when writing the official ship's log (*just the facts, ma'am*) that is preserved in historical records. What a rich source of information, reflective of the moment, it would have been had the signal logs of the REID been preserved as well.

December 7, 1941

0600 - Exchanged calls with USS WARD(DD139.) WARD on patrol duty outside entrance to Pearl Harbor. Laying to off Pearl Harbor entrance waiting to transfer barge to USS KEOSANQUA.

0630 - Sighted unidentified submarine on starboard quarter. Reported to Captain who told A.E. Chiappari, Signalman 2/c to send the following message to the USS WARD: "There is a suspicious looking object on our starboard quarter. Would you please investigate." A patrol plane investigating. USS WARD approached submarine.

0645 - USS WARD opened fire on unidentified sub. (First shot of the war.)

0647 - USS WARD ceased firing gun and dropped three depth charges. Submarine sank (submarine later identified as a Japanese midget sub.)

0750 - C.G. #400 stood out of Pearl Harbor.

0758 - Three loud explosions in Navy Yard - sighted a great number of Jap planes dropping bombs in Navy Yard - Navy Yard, Pearl Harbor afire.

0800 - USS Antares fired on (strafed) by Jap aircraft. Several bombs dropped nearby.

0811 - USS WARD dropping depth charges and firing anti-aircraft and main batteries. Ships in Navy Yard opened up with anti-aircraft batteries. Shells falling around ship.

0824 - USS ANTARES received visual signal from shore signal station, "BT - Under no circumstances enter harbor." ANTARES was scheduled to dock at Pearl Harbor Navy Yard, but on receipt of this signal headed for Honolulu harbor. (Counted four separate groups of enemy bombers, nine in each group.)

0848 - All ships and shore batteries ceased firing.

0855 - Enemy planes approaching, anti-aircraft batteries opened up. Sighted eight groups of Jap planes, three in each group, passing overhead, headed for Pearl Harbor.

0905 - Destroyers USS DALE, USS FARRAGUT and five others stood out of Pearl Harbor with all anti-aircraft batteries in action and dropping depth charges.

0925 - Three coastal minesweepers and two destroyers stood out of Pearl Harbor.

0930 - All firing ceased at Pearl Harbor.

0937 - One Destroyer stood out of Pearl Harbor.

0950 - Two Destroyers stood out of Pearl Harbor.

1010 - One cruiser - Minneapolis type - stood out of Pearl Harbor.

1057 - Anti-aircraft batteries opened up at Pearl Harbor.

1059 - Anti-aircraft batteries ceased firing.

1135 - Anti-aircraft opened up. One Dutch merchantman opened up on Jap planes with anti-aircraft batteries. (This Dutch vessel was tied up to dock in Honolulu Harbor.)

1140 - USS ANTARES entered Honolulu Harbor.



Japanese pilot's view of Honolulu in 1941. Aloha Tower is tower on the right

- 1200 - Two light cruisers stood out of Pearl harbor.
- 1235 - Two Destroyers stood out of Pearl Harbor.
- 1245 - (via radio) Enemy flight from southeast direction headed for Pearl Harbor.
- 1305 - (via radio) More Jap transports off Barbers Point.
- 1306 - (via radio) Three Jap planes over Barbers Point.
- 1314 - (via radio) Dog fight, southeast direction.
- 1316 - (via radio) Enemy landing party between OP9 and Nanakuli.
- 1324 - Motor torpedo boats out of Pearl Harbor.
- 1328 - One Destroyer out of Pearl Harbor.
- 1350 - (via radio) 21 Jap vessels 35 miles off shore flying American flags are firing on American ships.
- 1540 - PBVs and AirCobras returning to Ford Island airfield.
- 1912 - Radio reports state Pearl Harbor is being bombed again.
- 2100 - (news broadcast) San Francisco reported blacked out tonight. Enemy planes intercepted or shot down 20 miles from coast.
- 2105 - Anti-aircraft batteries at Pearl Harbor opened up.
- 2109 - Anti-aircraft batteries ceased heavy barrage. Light anti-aircraft firing continuing.
- 2112 - All anti-aircraft firing ceased.
- 2114 - Glare from fires in Pearl Harbor getting brighter. Fires apparently gaining in intensity.

December 8, 1941

- 0435 - (via radio) 30 enemy planes reported heading this way from Kauai.
- 0440 - Tracer bullets sighted in Hickam Field area. Anti-aircraft firing at Pearl Harbor.
- 0455 - (via radio) Enemy planes south of Wheeler Field area. Anti-aircraft firing at Pearl.
- 0500 - (via radio) Enemy reported heading for Pearl Harbor.
- 0505 - Signal from Commandant 14th Naval District. "All ships stand by - enemy planes over head."
- 0507 - Planes over Honolulu - headed for Pearl Harbor, 18,000 feet altitude.
- 0510 - (via radio) Many high, northeast; enemy planes heading towards Pearl Harbor.
- 0515 - (via police radio) Enemy parachute troops reported at Kaliki Valley.
- 0517 - (via radio) Submarine sighted off Diamond Head, unidentified.
- 0518 - (via radio) OP12, many high, heading towards Pearl Harbor. Planes overhead believed to be ours.

- 0523 - (via radio) OP10, many high, unidentified, northeast.
- 0524 - (via radio) OP10, many high, circling.
- 0525 - Unknown flight over Schofield Barracks.
- 0532 - Saboteurs reported at Hickam Field.
- 0535 - Planes overhead believed to be ours.
- 0540 - U.S. planes have been taking off from Pearl Harbor, Wheeler Field, Hickam field and Ford Island.
- 0547 - Anti-aircraft firing at Pearl Harbor. Appears as if P.H. is being bombed.
- 0550 - All ships ceased firing.
- 0600 - Signal from Commander, Battleships to all ships: "Exercise more control over anti-aircraft fire."
- 0630 - (via radio) Army assumes there are no enemy planes within 200 miles.
- 0645 - (police radio) Things back to normal in Honolulu, workmen are returning to work. Citizens urged to stay at home. Schools closed.



Frank Power and Bill Terry at sea. Bill, you must have been still a growing boy. Frank was lost when the ship went down. Both were Gunners Mates.
Picture by Elmer Childress

Reunion

I discovered that it is not easy to get a flight into San Antonio on senior coupons, at least from Virginia. See the front page for reservations at the hotel. Here's what we have so far.

Agenda:

- Sun.: Check in after 3 PM Sunday.
- Mon.: Visiting, various activities, hospitality. Maybe a city tour if enough interest.
- Tues.: Gray Line Tour to Fredericksburg & Nimitz Museum. Need 25.
- Wed.: Business meeting 10:00 AM
Evening banquet.
- Thurs.: Checkout by noon.

Here are some ideas for the business meeting: (Send in your own ideas.)

- Another reunion? Where?
- Combine next reunion with one or more ships of our time? Combine with the FFG30?
- Election of Officers
- Fate of the ship model
- Brochure for ship model
- Another REID

Dark Hour: Daring Escapade

Marie Keiselbach sent in this story two years ago when Art passed away. Early 1942 was indeed a dark hour for our side. Art Keiselbach joined the Navy on his 18th birthday and was a plank owner on the REID. He transferred as a Radioman in 1939 to submarine duty. The story as reported continues:

Arthur Keiselbach, Radioman I/c, was a member of the crew of the United States submarine which slipped through the Japanese blockade around Corregidor, February 3, and delivered a large quantity of 3-in. antiaircraft ammunition with mechanical fuses which was badly needed by the American defenders of the Manila Bay fortress.



Art in 1936 or 1937



Reported to be the last moment of the DD369 as seen by a nearby ship

The purpose of this daring exploit was two-fold, to aid the besieged defenders of the battered fortress, and to spirit away several tons of gold, silver and securities, property of the Philippine Commonwealth and the banks, mines and residents of the islands.

For two nights, while Japanese bombers and shells flew overhead, the crew calmly proceeded to load the wealth aboard the submarine. When the mission was complete, the submarine proceeded to a Pacific base, where the valuables were transferred to a cruiser for delivery to the United States. The commander of the submarine was awarded the Distinguished Service Cross, and Kieselbach, along with every member of the crew, was awarded the Army's Silver Star with the inscription "For Gallantry in Action."

Pharmacist's assurance: ---

Those pills can't be habit forming. I've been taking them for years. - 1001 Logical Laws

USS REID REUNION GROUP
c/o Len Gardner
2 Cove Circle
Palmyra, VA 22963

FIRST CLASS

FIRST CLASS

FIRST CLASS