



# NEWSLETTER

Of the USS REID Reunion Group

Vol. 3 No. 3

August, 1999

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## REUNION TIME!

### San Antonio Tours

**City Tour: \$24.00 p/p. Lv. 9:00 AM, return 1:15 PM.** Includes a visit to Mission San Jose, described as the best example of a restored mission in the United States. The tour drives through Mission Concepcion and Fort Sam Houston, described as the most picturesque and prestigious post in the U.S. Then on to the Alamo, the cradle of Texas liberty.

**Fredericksburg Tour: \$31.00 p/p. Lv. 8:30 AM, return 6:00 PM.** Includes a drive-by of LBJ's boyhood home and then on to Fredericksburg. The Nimitz Museum and Historical Center consists of a restored hotel which houses the Museum of the Pacific War, the Garden of Peace donated by the people of Japan and the History Walk lined with vintage aircraft, tanks

and guns. The George Bush Gallery at the Museum was dedicated this year and includes more than 1000 artifacts of the war. The bus trip to Fredericksburg is about 90 minutes each way.

**Other Attractions:** There are many more things to do in San Antonio than can be done in the few days we will be there. You certainly don't want to miss the River Walk (or barge ride) pictured on the front page of the February issue. Then, just to name a few more, there is the Buckhorn Saloon with its collection of antlers and old west entertainment, the Cowboy Museum, the Hertzberg Circus Collection, Market Square, the Spanish Governor's Palace, Lone Star Trolley Tours, Botanical Gardens, Diamond W Longhorn Ranch featuring chuck wagon supper and cowboy stage show, Six Flags Texas, and so on.



Our ship model looks even more impressive in color. See story on back page. Here in a position of honor at the Navy Memorial. Picture by Captain Porter

# Remembering

## Elmer Childress

Kerrville, TX

Elmer Childress passed away on June 9, 1999 after a long illness. He had just turned 81. As most shipmates know, Elmer had been in declining health for several years. He treasured his association with the crew of the USS REID.

Elmer joined the Navy in 1937 and reported aboard the REID in 1938 as a Seaman. He left the REID a few months before the ship went down as a WT1/c. He mustered out of the Navy at the end of the war and took up barbering and later, ranch management.

Elmer was almost as widely known in the Reunion Group as Frenchie. At the last reunion, even though his health wouldn't allow him to attend, he insisted that he and/or his family host the 1999 reunion. I expect there will be many stories recalled in San Antonio about Elmer and his escapades.

## Kenneth Schoening

San Luis Obispo, CA

Ken Schoening died May 17, 1999 at home in San Luis Obispo, CA. He was 75.

Ken was born in Silver City, Iowa in 1923, later moving to Colorado. He joined the Navy in 1942 and reported aboard the REID in February, 1943 in Noumea, New Caledonia as a Fireman 1/c. He was a survivor whose duty station was the engine room as a MM 2/c. Ken left the Navy in 1946 and settled in San Luis Obispo.

Ken worked for a while for Western Auto as a store manager, later shifting to the California Department of Corrections. He retired in 1971. In addition to his wife Margaret, he leaves 3 sons, 3 daughters, 9 grandchildren and 3 g-grandchildren.



Reported to be Elmer in 1943. Photo by M. Paul



Elmer Childress & John Barber at the Nimitz center years ago

## Bill Andrews

Grand Junction, CO

Bill Andrews passed away on April 22, 1999 in Grand Junction, CO. He was a few days shy of 80 years.

Bill was born in Albany, NY in 1919 and joined the Navy in 1936, reporting aboard the REID as a Seaman 2/c plankowner. He was transferred in 1940 as a Fireman 1/c. He made the Navy his career, serving in many ships, including the amphibious forces. He retired in 1956 as LCDR. As a civilian, he worked in real estate sales in California, retiring to Colorado in 1970.

His wife, Velma sent in a poem he requested be included in his last services which seems appropriate for all of us who have survived into our 70's and 80's.. An excerpt follows, author unknown:

I could not stay another day  
To laugh, to love, to work or play.  
Tasks left undone must stay that way.  
I found a place at the close of the day.

If my parting has left a void  
Then fill it with remembered joy.  
A friendship shared, a laugh, a kiss,  
Ah, yes, these things, I too, will miss.

Be not burdened with times of sorrow,  
I wish you the sunshine of tomorrow.  
My life's been full, I savored much,  
Good friends, good times, a loved one's touch.

Perhaps my time seemed all too brief;  
Don't lengthen it now with undue grief.

## Bill Alford

Florence, WI

Bill Alford passed away on June 13, 1999 at his summer home in Florence, Wisconsin. He was 77.

Bill graduated from the Naval ROTC as an ensign and from Northwestern University as a chemical engineer in 1943. He joined the REID in New Guinea in 1944, serving for 8 months before being transferred to another destroyer in October of that year. He left active duty in June, 1946.

As a civilian, Bill worked in the oil industry in research and development. He retired as a supervising process engineer in 1984. He was also active in scouting.

Bill is remembered by his shipmates for his 10 years of service to the Reunion Group as Secretary, Treasurer and Editor of the Newsletter.

*[Amazingly, I don't have a single picture of Bill Alford and I discovered it too late to ask Betty to send me one for this issue. - Ed.]*

## Editors Note

I regret that I don't have pictures for everyone remembered here. I don't always think of it until I begin to lay out the paper and by then it usually is too late to ask for a picture to be sent in the mail. I do have a number of pictures taken at various reunions, and I use them where the quality is adequate and I recognize who they are.

Why not send me some pictures that you can spare with the names, date and location written on the back. That way, I can build up a file that I can use when you are mentioned in the Newsletter. And I don't mean just when you pass away!

## Appreciation

### Elmer Childress

The family of Elmer Childress thanks everyone from the REID Reunion Group for all their kindness during Elmer's illness and passing. Your many cards, prayers and expressions of sympathy have made a difficult period a bit more bearable.

The floral display from the REID group was a beautiful red, white and blue arrangement that featured a blue ribbon across it with the words "U.S.S. Reid Shipmate" in gold letters. It, along with Elmer's



Elmer and Lois at 1991(?) reunion



sailor picture, was a focal point for the memorial service.

Bill and Marlena Terry represented the REID at the service. During a period of sharing by family and friends, Bill told a story about events aboard the REID on December 7<sup>th</sup> at Pearl harbor. As we had not heard this before, it made for a very special memory.

Thank you again to everyone. We hope to see you in October in San Antonio.

Sincerely,

Lois Childress  
Loren Childress  
Nancy Childress Erickson

>>>>>>>>>>>><<<<<<<<<<<<<<<<<<<<<<<<<

**Bill Alford**

I appreciate very much the generous \$50 memorial sent in Bill's memory to the First Presbyterian church of Florence, Wisconsin. Bill's maternal grandparents were among the earliest members of this little church and we have always been regular attendees during our summers in Wisconsin. The REID Reunion members have sent me many messages of sympathy, also much appreciated

Sincerely,

Betty Alford

>>>>>>>>>>>><<<<<<<<<<<<<<<<<<<<<<<<<

**Ken Schoening**

Dear Shipmates: I have received notice from the Hospice Foundation of your generous donation in memory of Ken. Our family thanks you so much.

Ken was laid to rest with military honors. He will be missed not only by his family, but also for the many friends we have. Our church was full, standing room only.

Thank you one and all.

Margaret Schoening & family

>>>>>>>>>>>><<<<<<<<<<<<<<<<<<<<<<<<<

**Willie Wilson**

Jim died March 16, 1999 after a prolonged illness which started eight months before his death.

He was always proud of being a part of the USS REID group. He made a beautiful low relief carving of the ship which hangs on our wall.

Thank you, Shipmates.

Ilva Wilson



Machine Shop AbeVieglmann's private car

**Nancy Childress Erickson**

Center Point, TX

Recently, I visited the Nimitz Museum in Fredericksburg and while in the Japanese Peace Garden there, I remembered something many of you may not have known about my parents.

In the 1960's, Mama and Daddy were a host family for a Japanese exchange student. My brother was a senior in high school and I was in college. In our tiny hometown of Lyford, Texas there were one or two critics, but the vast majority of townspeople welcomed Katsumi and supported our family. After Katsumi had been with our family for a short time the subject of World War II came up and he learned of Daddy's presence at Pearl Harbor on December 7<sup>th</sup>, 1941. Katsumi was concerned that Daddy might harbor ill will for him and for Japanese people. They talked and Daddy reassured him that he did not hold the actions of previous generations against those who came after.



Nancy Erickson on left, brother Loren Childress on right

Thirty two years later, Katsumi came to visit us in Kerrville. He is an English teacher in Yokohama, married and has two children. Daddy was still in fairly good health and the visit was very satisfying. One of the things we did while he visited was to go to the Alamo in San Antonio. In the Alamo Plaza is a memorial to the heroes of the Alamo, a gift of the people of Japan to the people of Texas.

I hope those of you coming to the reunion will be able to visit both of these memorials to heroes and to peace.

## Mysteries Solved?

Remember that picture of a REID Captain and his wife printed in the May, 1999 Newsletter? It was taken in Hawaii before the war and I didn't have a name.

Mack Massa, a plank owner, remembers that the captain was LCDR. A. Hutson, USN. And to solve another mystery, he was the skipper at the time the REID rammed the USS WORDEN, not the DOWNES as I had reported. [Massa and Sims can debate which ship it was. I wasn't there. - Ed.] So there is another



mystery solved - or maybe not.

Mack says the REID ran into the stern of the WORDEN enroute to San Francisco for Fleet Week. [No year given.] I asked Mack to give me a run down of the early skippers and what happened to them, if he knew. His reply:

" The first captain of the REID was Robert B. Carney. He eventually became Chief of Naval Operations, and in some of the pictures of the surrender in Tokyo Bay he is in the line-up of officers on the deck of the Missouri. The next Captain was A. L. Hutson. As you said, I do not think that he went very far after the ramming of the WORDEN. It was the WORDEN and not the DOWNES. I knew a Firecontrolman on the Worden who had the Steering Engine Room watch when the ramming occurred

and he told me he never stopped running until he got to the bow. The OOD that night was Morgan Slayton ( I think he was a JG at the time, but am not certain. He got to be a Captain in command of a cruiser during the war but I believe that accident held him back. The next Captain was James B. Carter. He was okay but didn't seem too friendly with any of the officers and certainly not with the crew. He was pretty strict and I saw him bust a couple of the men for minor infractions. After him came Pullen. Don't know too much about him because I was transferred two weeks after he came aboard. I do

know that he made Admiral (tombstone) and I visited him with several other shipmates after he had retired in Monterey, Calif. "

## Reunion Attendees

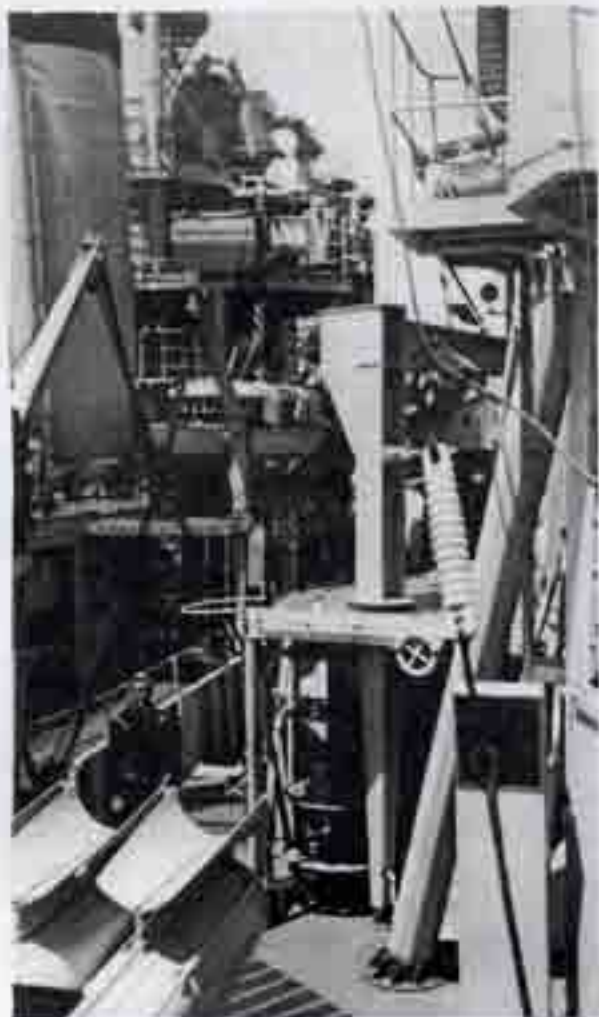
[Not much of a crowd. Let's get excited!]

Leo Allard	Robert Burns
Nancy Erickson	Walter Fox
Len Gardner	Henry Heinaman
Bonnie Hiller	Wayne Haviland
Warren Law	French Manckia
Mack Massa	Peter O'Neill
Bill Pennington	Rufus Porter
Gordon Seastrom	Bill Terry
Richard Woll ?	(Listed as "Wolf")





G. E. Geraity. Picture by M. Paul  
Geraity was a SK3/c on board in November, 1941.



Nesting

Picture on right is by Sims. That's Mattox on watch  
on the quarterdeck



# Brochure for Model

## Assignment

At the last business meeting two years ago, we talked about a possible brochure to serve as a handout to those visiting the ship model that now is displayed in the Navy Memorial, downtown Washington, D.C. [See story and picture by Rufe Porter in this issue.] I was charged with coming up with an estimate of cost for a three or four color brochure of the sort that we all have seen at visitors' centers elsewhere. I reported later that I could get it printed for 10 to 11 cents per copy, or around \$1100 for a run of 10,000. The other part of the project was to work up a draft of what the brochure would include. No one else volunteered, so I have put one together and it is included in this issue for you to look over.

## Review Draft

I sent the first draft out to Mack Massa and Rufe Porter to review and we did a little word-smithing. If you don't object to cutting the page out, you can fold the page into a tri-fold brochure. Read over the draft, think about it and let's hear your comments at the business meeting.

## No Free Lunch

Not everything is as easy as it sounds. Rufe has learned that the Navy Memorial will not allow the brochure to be located with the model itself. All their brochures evidently are available at the reception desk, no exceptions. If we go along with this procedure, the impact of the brochure will be

diminished to some extent. Other museums may not have such rules.

Also, their staff people say that brochures are taken up in a hurry by visitors and that many end up in the nearest trash can. This means that we must come up with an alternate distribution plan that puts the brochure in the hands of those who really are interested, or we must find a way, and a funding source, to replenish the supply of brochures.

## Solutions

There are solutions to these glitches. We just need a little time to find them. I hope that, after suitable discussion, we can agree to authorize the brochure and a printing, with the understanding that no large scale distribution will take place until a committee finds acceptable solutions to these issues.

I think it would be unfortunate to put off a decision on the brochure for another two years, until another business meeting. Our numbers are dwindling and our ability to control outcomes is disappearing.

## Reunion Task Assignments

1. Decide which tours you want to take.
2. Decide whether you want fish or beef.
3. Fill in the forms below for each.
4. Make checks out to Nancy Erickson.
5. Send in the forms and money by September 8 to Mrs. Nancy Erickson, P.O. Box 1115, Center Point, TX 78010.

**[Please cut out the form below and send it in]**

Cut off and mail (Two sided form)

(Number)

**Dinner choice** - Meat - \$15.95 p/p \_\_\_\_\_  
- Fish - \$16.95 p/p \_\_\_\_\_

### **Tours :**

Monday: City Tour, incl. Alamo \$24.00 p/p \_\_\_\_\_  
Wednesday: Fredericksburg Tour, incl.  
Nimitz Museum \$31.00 p/p \_\_\_\_\_

\_\_\_\_\_  
(Name)

\_\_\_\_\_  
(Address)

\_\_\_\_\_  
(Telephone)

\_\_\_\_\_  
(Arrival date)

# Reunion Agenda

Monday, Oct. 4 City Tour, Alamo 9:AM  
Tuesday, Oct. 5  
Business Meeting 10:00 AM  
Banquet  
Wednesday, Oct 6 Fredericksburg  
Nimitz Musum 8:30 AM

## Business Meeting Agenda

- \*\* Discussion of Brochure & Authorization to Expend Funds for Printing.
- \*\* Ultimate disposition of assets & records
- \*\* Election of Officers.
- \*\* Next reunion - When & Where.
- \*\* Other Business from the Floor.

## Our Bequest

What to do with our worldly possessions? Many of us belong to the Guadacanal Veterans organization and receive *Guadacanal Echoes*. Did you notice they are thinking about the same thing?

That group has a plan and an arrangement with the Kalamazoo Aviation History Museum which apparently will accept and preserve their artifacts after the Guadacanal Veterans disband. We need to identify some source to do the same for us. It will be on our business meeting agenda. Bring ideas.



Maurice (Col.) & Jennie Paul at their 50<sup>th</sup> anniversary celebration

The best thinking has been done in solitude.  
The worst has been done in turmoil.  
— Thomas Edison

.....  
**Please cut out and mail the form below**

Side two

### Mail to:

Mrs. Nancy Erickson  
P.O. Box 1115  
Center Point, TX 78010

### Payment:

Banquet: Beef \$15.95 x \_\_\_\_\_ = \$ \_\_\_\_\_  
Fish \$16.95 x \_\_\_\_\_ = \$ \_\_\_\_\_

Monday Tour : \$24.00 x \_\_\_\_\_ = \$ \_\_\_\_\_  
Wednesday Tour: \$31.00 x \_\_\_\_\_ = \$ \_\_\_\_\_

**Please mail no later than**  
**September 10, 1999**

Total Enclosed \$ \_\_\_\_\_

(Make checks payable to Nancy Erickson)

Last minute Hotel reservations?

Call: 800-445-8475 or 210-225-3211- Holiday Inn at Durango.  
\$79/night. Mention Durango & mention REID reunion.



# USS REID (DD369)

## (1936-1944)

The third ship of the line named for Samuel Chester Reid, all of them destroyers, was built by the Federated Shipbuilding and Dry Dock Company, Kearney, New Jersey, and commissioned on November 2, 1936. Shown here in Maderra, Portugal on her shakedown cruise, her first commanding officer was Cdr. Robert Carney, later to become Chief of Naval Operations, the U.S. Navy's highest ranking officer.



REID was a sleek and fast warship, authorized during the middle of the Great Depression to replace the worn out destroyers of the World War I era.

The new REID was assigned to the Pacific Fleet, home ported first in San Diego, then in 1939 moved to Pearl Harbor, Hawaii. After war broke out in Europe, Japan became an increasing threat in the Far East. The REID accompanied a task force of U.S. warships sent to Australia, early in 1941, as a show of force and support.

When the Japanese attacked on December 7, 1941, the REID was in Pearl Harbor alongside the destroyer tender, USS Whitney. Much of her fire control, navigation and power plant instrumentation was dismantled for servicing. The boilers were cold. No ship was ever put back together so fast.

The REID was out of the harbor by mid-morning. Rumors on the island of Oahu were rampant. Honolulu radio reported at various times during the day, evening and into the next morning that a Japanese invasion force was about to land, enemy parachutists had landed, that saboteurs were at work on Oahu, that a sea battle was in progress just over the horizon. The REID joined several other ships with orders to circle the island of Oahu in search of the enemy. None was found.

### War Service

During the first months of the war, the REID did convoy duty between Hawaii and mainland United States. In the spring of 1942, she was sent with a small task force to the Aleutian Islands to defend against a Japanese attack that was part of the Battle of Midway. During this period, the REID bombarded Japanese positions on Kiska and sank a Japanese submarine, taking prisoners who became the first to be imprisoned in the U.S. Later in 1942 the REID joined American forces holding on at Guadalcanal.



### USS REID Leaves Mare Is. In 1943

After refitting in Mare Island shipyard in July 1943, the REID joined the Seventh Fleet in support of MacArthur's amphibious landings along the coast of New Guinea and nearby islands, fiercely defended by the Japanese. Beginning in September of that year into the summer of 1944, the REID was engaged in what seemed to be constant combat with torpedo planes, high level bombers, fighter planes, dive bombers and submarines. There was a mid-term

diversion for a few liberty days in Sydney, Australia, then back to the fray.

### Last Deployment

In the summer of 1944 the REID returned briefly to Pearl Harbor, before rejoining the Seventh Fleet and MacArthur's return to the Philippines at Leyte. The Japanese defense of Leyte was intense by air and by sea. The last major naval engagement in the Pacific was fought in the Leyte Gulf when the Japanese marshaled its remaining warships in a showdown battle. The decisive defeat in this battle rendered the Japanese Navy ineffective for the remainder of the war.

But the Japanese still had an awesome and increasingly effective weapon remaining: the Kamikaze or suicide plane. The U.S. Navy acknowledged that "if the [suicide] plane is not shot down or so severely damaged that its control is impaired, it almost inevitably will hit its target."

In the REID's final two weeks in the waters around Leyte, the crew was able to sleep only an hour or two at a time. They were called to battle stations (condition red) an average of 10 times a day. It was a period of near constant combat.

In her final hours on December 11, the REID was protecting a re-supply force of amphibious craft bound for Ormoc Bay off the west coast of Leyte. About 1700 12 enemy planes approached the convoy. The REID was the nearest ship to the oncoming enemy planes. Planes 1 and 2 were shot down by the 5" battery. Plane 3 exploded about 500 yards off the starboard beam. Plane 4 hooked a wing on the starboard rigging, crashing at the waterline. His bomb exploded, doing considerable damage forward. Plane 5 strafed the starboard side and crashed on the port bow. Plane 6 strafed the bridge from the port side and crashed off the starboard bow. Planes 5 and 6 apparently had no bombs or they were duds. Plane 7 came in from astern strafing

and crashed into the port quarter. His bomb exploded in the after magazine blowing the ship apart. All this action took place in less than a minute.

The ship was mortally wounded but still doing 20 knots. As the stern opened up, she rolled violently, then laid over on her starboard side and dove to the bottom at 600 fathoms. It was over in less than two minutes. 103 shipmates went down with her. The survivors were strafed in the water by Japanese planes before rescue.

### The Record

The REID was in the war from the very first day at Pearl Harbor. She participated in 13 amphibious landings, 18 shore bombardments, shot down 12 enemy planes, sank one submarine, captured eight Japanese prisoners, steamed over 220,000 miles and expended over 10,000 rounds of 5" projectiles.

The USS REID DD-369 was a 1,500 ton destroyer of the MAHAN class, 341' in length and almost 35' in the beam. She was originally fitted out with five 5" dual purpose guns, 50 cal. machine guns and 12 torpedo tubes. Later, one 5" gun was traded for twin mounted 40mm guns and the machine guns gave way to 20 mm guns. A crew of 168 put the REID in commission, 268 were aboard when she went down, of whom 165 survived.

### REID Reunion Group

Veterans of the old DD-369 living on the West Coast gathered in San Diego in 1965 and formed a Reunion Group with its own newsletter. Potential membership is limited because only a few hundred men had ever served in the ship.

### Model of the USS REID DD-369

In 1993, the Reunion Group agreed to raise more than \$6000 to build a model of the USS REID for museum display. Coastal Forces of

Bangor, Maine was the model builder which recreated the REID in a 1/8 inch to the foot scale. The model replicates the ship as it came from its last refitting at Mare Island Shipyard in Vallejo, CA in July 1943. A beautiful wood trim display case has been loaned by the Navy Museum in Washington.



The lettering on the case reads [in part,]

*Seven enemy planes singled her out for a concentrated kamikaze attack that no destroyer could withstand. She was blown apart and sank out of sight in two minutes, taking 103 officers and men with her. In remembering her, the authoritative United States Destroyer Operations in World War II said, "Reid was one of DesPac's ace destroyers - a small boy with a man-sized war record."*

### Who was Samuel Chester Reid?

Reid was born in Connecticut in 1783 and at the age of 11 signed aboard a merchant ship during the undeclared war with France and was captured. He entered the U.S. Navy as a midshipman but returned to the merchant service. When the War of 1812 broke out, Reid was 29 years old and captain of a privateer brig, the General Armstrong.

With few warships in service, the U.S. was ill prepared to defend itself against the British blockade. America's main naval weapon became the privateer, which raided the shipping lanes vital to the British economy and their war

in Europe. Reid operated in the Atlantic. Late in 1814, he hove to in the Azores, a neutral port, for fresh water. Before he could leave, three British warships came into the harbor. There was no escape to the sea. The British attacked the General Armstrong all night with gunfire and attempted boardings. Reid inflicted heavy losses on the British, both in lives and in damage to their ships. However, by dawn it had become hopeless. Reid scuttled his ship to prevent its capture and sought asylum with his crew in town.

The British ships were intended to participate in the seizure of New Orleans. The nearly two week diversion in the Azores to repair the damage caused by Reid to their ships, is deemed by some historians as delaying the entire British battle plan. This gave Gen. Andrew Jackson additional time to mount a successful defense of the city.

Although one might say that the war was over before the Battle of New Orleans, the treaty documents were not signed until some time later, and might not have been signed at all if the British had taken New Orleans.

By the time Reid returned to the States, peace was in celebration. It was an age when the media allowed heroes. Samuel Chester Reid was declared a hero.

Samuel Chester Reid also should be remembered as the one who proposed a design for the nation's flag - thirteen permanent stripes, with a star representing each state. Congress adopted his recommended design in 1818 and it is still in use today. Reid died in 1861 at the age of 77.



**Ralph Halsey** New Haven, CT

It is with regret that I am unable to attend the San Antonio reunion. I am extremely busy with the investment management company I founded over 30 years ago. It has been a great satisfaction, but it keeps my nose to the grinder.

Living in New England, I have lost contact with many shipmates, but exchange Xmas cards with a few. My large family of four married children and 14 grandchildren keep me busy. Our oldest grandson has just graduated from Harvard, while others are at Haverford, University of Virginia, Connecticut College, Georgetown, Yale, Carlton, Cornell — That's why I keep working! Five more to go.

I appreciate your efforts and results on behalf of the Newsletter and I enjoy each publication. It all seems so long ago, but I remain in good health and hope to attend a future reunion.

My regards to all my shipmates. They were a great team who performed with excellence.

**Robert Frederick**

George West, TX

The last Newsletter to this address was returned. He doesn't appear on the internet address site. Does anyone have any information on him?

**Anna Kawecki (Red)**

Bernardston, MA

Just a short note to let you know I have a new address. I don't want to miss the Newsletter.

I will send in some of the photos from Ed's album after I get things settled. I'm selling my house and moving in with my daughter. Very sad, but life must go on and my grandchildren help to fill in the void.

Please let me know what is going at the reunion. I would also like to hear from the wives that I got to know. I will miss seeing them.

New Address: Anna H. Kawecki  
50 Bald Mountain Road  
Bernardston, MA 01337  
[No phone]



Isn't that Ralph Halsey on the right and Bill Albers on the left, rowing the ship across the equator in 1942?

**Jack Goodrich**

Naples, FL

Audrey and I regret we will not be able to attend the REID reunion in San Antonio this fall. Perhaps we will be able to make the next one.

Please give my regards to all, especially to Lois Childress and her family.

**Maurice (Col.) Paul**

Carlton, GA

I am sending you a few pictures. All were on the REID at one time or another. Hope you can use them for the Newsletter.

The following have been to see me and spent the night over the years. Marvin Bucklin & Gwen, Paul McAbee, Eugene Kline & Audrey. Chester Perrault & Elsie have been by on several visits. Neilson's wife, Katie, came by for a visit. Neilson and I talked on the phone about once a month since 1980 until he passed away. Sure do miss talking to him. Katie still keeps in touch.

I really do enjoy getting the REID Newsletter. I think you are doing a heck of a good job.

I'm sorry I won't be able to attend the San Antonio reunion. My health won't permit me to take the trip. Hope everyone has a great time





Joe and Gerry Taylor a few years ago in the pavilion outside the Navy memorial where our model is on display in Washington, D.C.

## Model Gains Respect

Rufe Porter reports from the Navy Memorial in Washington where our ship model is displayed.

"Good news from the United States Navy Memorial! The plea for a better display location for the REID model has finally been heeded. It is now the centerpiece of the "Quarterdeck" (entrance lobby) of the Heritage Center, brightly lighted and flanked by standards of the national colors on one side and the Navy colors with battle streamers, on the other. It is very impressive."

## E-mail Addresses on File:

*[There have been changes. Check your list.]*

Dee Barber	DBarber3@aol.com
Tom Barnett	MbarTbar@aol.com
Art Bish	CHAR107@juno.com
Rusty Cook	RCOOK@swmc.navy.mil
Bill Denny	bbdenny@cari.net
Ed Emanuel	captned@hnet.net
Nancy Erickson	ericksonnancy@hotmail.com
Len Gardner	lfgardner@juno.com
Len Gardner	lfgardner@hotmail.com
George Gillespie	ggillesp@teleport.com
Gil Girdauskas (SC)	girdauskas1@juno.com
Gil Girdauskas (WI)	girdauskas@juno.com
Henry (Ace) Kolsom	nohowhk@webtv.net
Brian Lehmkuhler	hatari@worldnet.att.net
Frenchie Manckia	fjmanckia@cari.net
Mack Massa	MackK6JTJ@aol.com
Bill Pennington	P369@EROLS.com
Claude Riggs	jriggs5394@aol.com
Gordon Seastrom	seastorm36@aol.com
Cmdr Reid Senter	REIDSENER@aol.com
Joe Taylor	Taylor0120@aol.com
Bill Terry	bmterry@acnet.net
Dick Woll	cwoll@aol.com

*Col. Paul and Marv Bucklin, probably before the war. Bucklin was a coxswain on the crew list in November, 1941. His bio indicates he left the Navy at the end of the war as CBM.*



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

## Address Changes

John Church  
16412 W. Quarry Court  
Surprise, AZ 85374  
Ph: 653-975-1252

FIRST CLASS

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