



NEWSLETTER

Of the USS REID Reunion Group

Vol. 4 No. 1

March, 2000

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

MODEL BROCHURE

Rufe and I met with Admiral McKinney, President of the Navy Memorial, and one of his staff in Washington. I had a rough mock-up of a frame with the brochure displayed therein. Several copies of the brochure also were presented to them. It was a good exchange. They were receptive and seemed to agree with the concept. However, they felt that the display as we suggested it was too small in print and too wordy. Their exhibit man wants to abbreviate the material and print it in large type face for display. But the brochure would still be printed as presented in the August Newsletter and at the reunion. The display would say that the brochure is available at the cash register for 25 cents or whatever.

So the next step is to let them digest the material. They will send it to us for review. After we reach agreement, we should be in a position to print the brochures. Also, we may have to pay for a frame for the truncated brochure material to be placed on display. We will keep the total package within the \$1000 authorized. If it costs more, we'll take up a collection.

Right now, the model is in the lobby of the Memorial entrance and looks great. The officials did say that it will be moved to a less conspicuous place soon to make way for a special exhibit honoring submariners, but it would be returned to more prominent display after that exhibit comes down.



A tough looking bunch. Chiefs Kersey CMM, Smith, CTM & McGlocklin CWT in 1943

Sorry About That

I didn't notice until after the last issue was printed that the front page picture cut off the top of the heads of the tall guys. You probably figured out who they were anyway. Gordon Seastrom and Finn Askildsen are the only ones who might be difficult to identify. Their happy faces appear in full view on other pages of that issue, so I hope they weren't too offended.

NEWS FROM SHIPMATES

Nick Shuman

Manchester, CT

Nick, I was looking over past issues and noticed that last year you wrote a newsy letter and said you were going to get around to your bio. How is it coming?

Gil Girdauskas

Wautoma, WI

It hasn't been a good year for REID shipmates. It makes one think ... we really should open up our ranks to ANY Reider! They're younger than we are and we need them to carry on the heritage of our REID and theirs.

[Gil separately reports that he has changed e-mail addresses. It's now <girdauskas@mindspring.com> for his South Carolina winter home and <girdauskas@vbe.com> for his Wisconsin address. His antique car business now has its own web site <vintagevehicles.com>]

John Daniels

Paramount, CA

It was a pleasure being with all of you at the reunion. I look forward to them each time we all get together.

[John sent in some color copy pictures of the Reid. I have included an interesting overhead shot to the deck that I hadn't seen before.]

Warren Law

Portland, OR

Warren now has a computer, as well as e-mail. <wlaw464@cs.com>. He is threatening to write his biography for the newsletter. How about some of you other guys making similar threats?

Of course, threats are just empty words, unless there is follow up action. Remember, you don't have to worry about perfect spelling, perfect word choices, perfect composition. That's my job as editor. And there are only a few of us perfect people left.



Dee Barber, Marcia and Bill Pennington, Gerry and Warren Law at San Antonio banquet

This picture was taken in Pearl City, Hawaii, April, 1938.

Front row, l. to r. : Scislowsky, Dennison, Perkett. Back row: Andrews, Barker, Thompson. All but Barker were plank owners. All were transferred before December 7. Hawaii Clipper at the dock.

Andrews joined the Navy in 1936 and left the REID in 1940 as a F1/c, retiring in 1956 as LTCDR. His wife, Velma, is still on our mailing list and lives in Colorado. Hello,

Velma. Drop us a line. We'd like to hear from you.

The only other person in the picture who was once a member of our Reunion Group is Dennison. He left the REID in 1938 as WT1/c. He retired in 1953 as a BTGC. *[Anyone know what that stands for?]* Dennison was born in 1909 in an Oklahoma town with the interesting name of Mamagram. He joined the Navy in 1928, even before Abe Vieglemann.



Clyde Stickley

Walla Walla, WA

I had a nice chat with Clyde Stickley a month or so ago. *[We don't have a bio on you Clyde!]*

Clyde was born in Nebraska, but grew up in Laramie, WY. He enlisted late in 1940 and reported directly from boot camp to the REID. He made the good will trip to Australia in 1941 and was on board as a seaman on December 7. He says he was on his way to clean the head when the attack came. *[I thought I had a picture of you, but I can't find it, Clyde. How about lending me some of your Navy days pictures? - Ed.]*

Clyde left the REID some time during 1943 in New Caledonia and spent the rest of the war in the Atlantic aboard a destroyer. He left the Navy for a spell, re-enlisting as a gunner's mate later. He ended his Navy career as a GM1/c. He has macro-degeneration of the eyes.

Clyde tells me I have his address listed incorrectly. It should be 212 South Wilbur Ave., not West Wilbur.

In the small world department, Clyde's sister went to high school in Laramie with Elmer Barkhurst.

Abe Vieglemann

San Jose, CA

Abe called just before New Years. He appreciated the card sent by the gang and also the picture of his golf cart in the August issue.

He reports that he and his wife celebrated their 60th wedding anniversary. At 87 years, he is hobbling around and swims and exercises regularly.

I looked up "Machine Shop Abe" in the file of bio-sheets. Abe you have a great story to tell. Get it down on paper and send it in to me. PLEASE.

Abe joined the Navy in 1930! *[Were they still shoveling coal in those days, Abe?]* He was a plank owner on the REID and put in 30 years before retiring as Commander. After retirement he worked at the Lawrence Radiation Laboratory in the nuclear physics program splitting atoms with their accelerator

[Another for the small world department.] I relieved Stanley Parker as Disbursing Officer of the REID. Stan had lived in Chevy Chase, a block from my home there, when his father, a Coast Guard officer, was stationed in Washington. His younger brother went to high school with me.

Spencer Bostwick relieved me as Supply and Disbursing Officer after the May 15, 1944 payday. This meant turning over all my cash (approximately \$50,000, as I remember) and the count had to be witnessed by a third officer. Denny Collins volunteered. We were swinging around the hook in the harbor of Hollandia and all went well until we went to GQ because of a Bedcheck Charlie! Anyway, we stopped the count and went to battle stations. Since I had taken my

combination out of the safe and Spence had not put his combination in, all we could do was put a padlock on the office door and stay together while the cash stayed on the office desk!

The whole operation had taken an inordinate amount of time since Spence insisted on opening rolls of coins and counting everyone except pennies (he did accept the \$2 of them). Apparently at "Portsmouth Pred" (Navy Supply Corps School,) they had instilled a mistrust of anyone in him - or maybe I did not appear to be the trustworthy type to him.

Anyway, the bogie did no damage and we completed the count. The following morning, I was transferred to an Aussie luxury liner converted to an attack transport carrying troops to the Biak operation. The transport stood well offshore and, I could see in the distance, close in, the Reid firing on the beach. That, of course, was the last glimpse I had of our beloved ship.



Here are a couple of pictures from Dee Barber's collection. Hillard Harless, on the left, is still with us in Tennessee, but we haven't heard from him. According to his bio he was a MM2/c and wounded when the ship went down. Don Hynard's widow, Marilyn, lives in California. Don was a CMM and a survivor. Hynard practically owned the ship. He came aboard as an apprentice seaman when the ship was commissioned and swam away from it when it went down 8 years later. Hello Marilyn and hello Hillard Harless. Let's hear from you.

Here is a list of REID shipmates about whom I have no information, or incomplete information. If your name appears here, please fill out the form on the reverse side and send it to me. Even if your name isn't listed, filling out the form will provide more information about you. Send to:

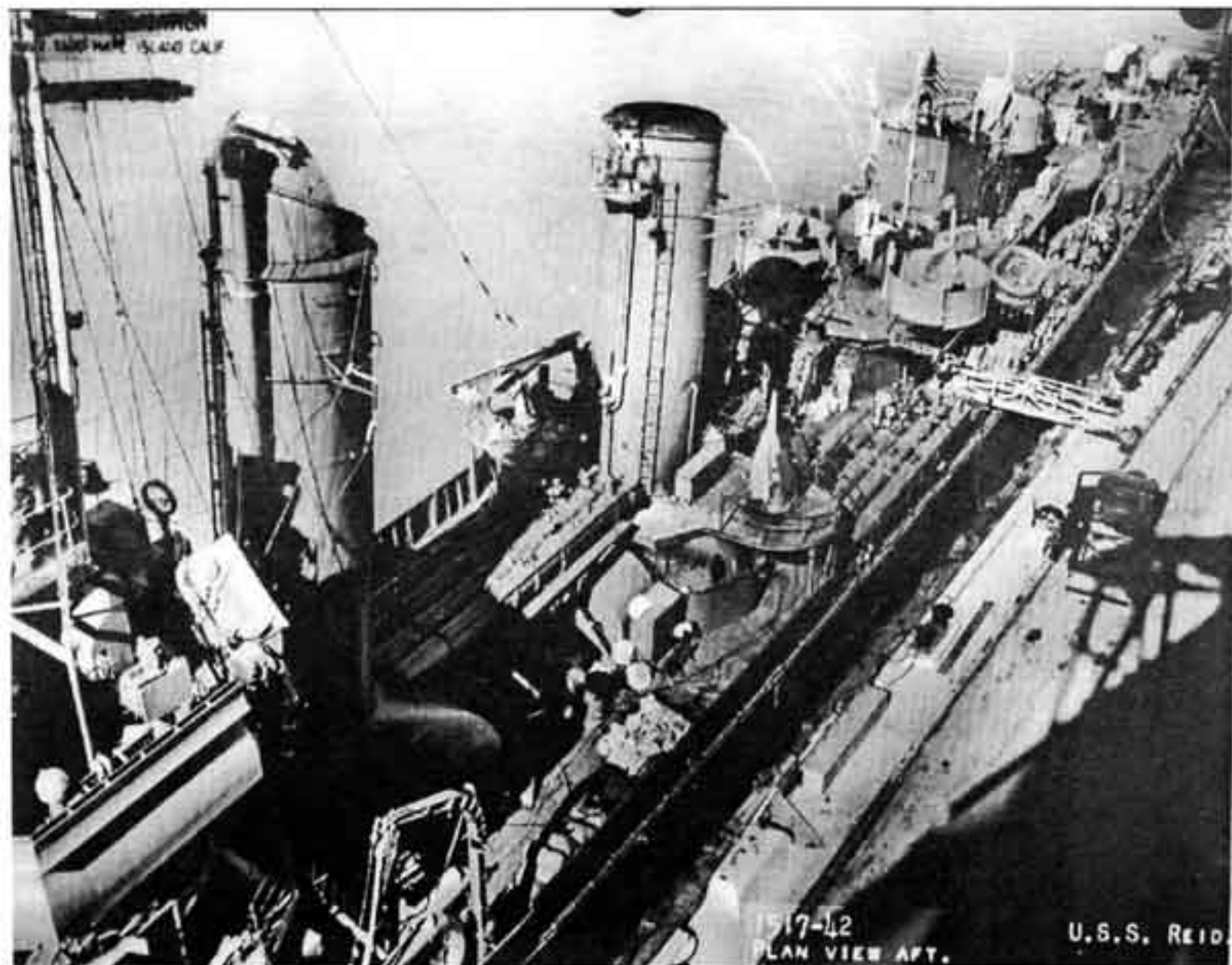
Len Gardner, 3 Cove Circle, Palmyra, VA. 22963

Allard, Leo
Barbatelli, A. L.
Beverly, Lynwood
Bower, William
Brady, Walter
Burns, Robert
Christie, Burt
Church, John
Cook, William
Cundall, Donald
Dalehite, William
Farand, Gilbert
Fieri, Anthony

Flessner, Conrad
Gantham, Charles
Giunta, Raymond
Hankin, Montague
Johnson, Charles
Kautz, William
King, Robert
Kreiglowa, Alex
Langlois, Wilbert
Lemke, Arthur
Lewis, Ferrell
Loworn, T. E.
Lyon, Fred

Martin, Paul
Mathis, R. J.
McGurk, William
McIlvain, Robert
Morrison, W. J.
Olson, Clarence
Opp, Donald
Pjura, George
Polk, Wayne
Previe, W. E.
Riggs, Claude
Riggs, Lindsey
Saint, Marcel

Scislowski, Stanley
Smudzin, Walter
Stickley, Clyde
Swift, James
Tarallo, Sebastian
Tigner, Everett
Van Trees, James
Walsh, John
Wegner, William
Weigel, John
Wendleken, Walter
Williams, Roland



Overhead view of the REID in Mare Is., March, 1942. 20 mm being mounted. Pix by John Daniels

Biographical Worksheet

(Name)

(Address)

(Born - date and place)

(Parents - occupation, history, other family hi-lites)

School days- schools attended, dates, sports, memorable experiences, floods, quakes, dances, girls, detention, etc.

Navy career

Joined Navy - (Why? When? Where?)

Joined REID - Where? When? Rank?)

(In this document, rate = rank)

REID duty highlights

Left REID (date/rank/where) _____

Other wartime/Navy duty & experiences

Left Navy (date/rank) _____

Civilian career & retired activities

Wife? Sweetheart stories? Children? Gr-children?

I read the November issue of the Newsletter from front to back, enjoying it very much. I thoroughly enjoyed looking at the pictures of my old shipmates, but to tell you the truth Frenchie Manckia was the only one that I recognized and of course Dee Barber whom I had met several years back. *[What is it about Frenchie that is so memorable? Maybe we could bottle it. - Ed.]* I am sorry that I couldn't make the Reunion, but my wife and I just aren't up to making trips of that distance.

I have a question: Wasn't our ship's code name "Duck Butt"? It seems to me that I remember Donald Duck's butt was painted on the ship's smoke stack, his butt facing out and him looking over his shoulder. *[Anyone remember that? - Ed.]*

After reading the two accounts of the log of the LCI(L)661 in the last issue, my mind went back to that day and I thought you might be interested in what I remember, as it happened in the engine room.

About 1630 I went top side to get a breath of fresh cool air (which was cooler than the air in the engine room, believe it or not). I was standing by the port torpedo tubes smoking a cigarette when I noticed a flight of aircraft quite far away crossing the water ahead of us and they disappeared over land. For some reason I thought that I had better get back down in the engine room. I got to the throttle platform and checked out the gauge board and saw that everything was alright. About that time "General Quarters" sounded and I called the bridge for permission to split the main plant. As we were doing this, the five inch guns started firing. I wasn't really worried until the bridge rang up a "flank bell" and the "forties" started firing. A flank bell was considered an emergency and we dragged the main steam pressure from 400 pounds of super heated steam down to 350 pounds. Anything below that would have been dangerous.

About this time the "twenties" were also firing. It seemed to be a long time, but it couldn't have been more than a minute or two when the ship shuddered and rolled a little to port and the lights went out. We finally got a battle light on and we rolled over a little more. I tried to call the bridge and both of the firerooms, while having the throttlemen try to shut down the engines. The

sound powered phones were dead and we had no communications with anyone. All of the engine room crew went back to the hatch and one by one climbed up the ladder to main deck, everyone helping the person ahead of him. I looked over toward the evaporator platform. It was clear. Then I looked over toward the generator and main switchboard platform and saw a body, but didn't know who it was. I called for anyone that might still be in the engine room. Hearing no response, I went up the ladder and climbed up onto the emergency radio antenna with several others and about that time the floater net began to float up from its rack, so I cut it loose and several men climbed on it with me and we kicked our way clear of the ship. It was about this time that "Red" Updegraff walked down the side of the ship away from us. I don't have any idea who was on the floater net with me but we all got over to the LCI 661 alive.

That's the engine room story as I remember it happening. I was and still am proud of every man of the USS Reid crew. We were truly a very efficient group of men and we always worked well together.

Thank You

Thank you for the great coverage of the San Antonio reunion in the newsletter.

I want to thank all the people who were able to attend. They made it all worth while; yet I missed others who had always attended the reunions in the past. I wish them all well, especially better health and all the best of the coming years.

Lois Childress

The Childress family would like to thank everyone who came to the reunion in San Antonio. Playing hosts to such a warm and friendly group was a total pleasure. It was a joy to renew old friendships and make new ones, too. Thanks also to the committee for the Dillard's gift certificates which my mother and I had great fun spending. We have some lovely things to remember you all by. Thanks again for coming.

Nancy Erickson
for the Childress family

Remembering

Elmer Barkhurst

San Diego, CA

While preparing this newsletter issue, I called Elmer to ask him if he remembered Stickley's sister from high school. His wife, Phyllis, answered and I learned that Elmer had passed away on February 13, 2000. He was buried in Fort Rosecrans following cremation. There was no ceremony. She said there was a botched obituary in the local paper, which is probably why no one noticed it. Elmer had been going down hill since he broke a leg about 4 years ago. He was 86.

Elmer and Phyllis had been married 61 years. They met in San Diego while she was still in high school. Phyllis says he proposed to her on the second date. They were married in 1938 after she graduated. They have two surviving children, 5 grandchildren and 3 great grandchildren.

Elmer joined the Navy in 1932. What an adventure that must have been for a boy living in Wyoming, a thousand miles from any large body of water. He was head of the signal gang on the REID when your editor came aboard in the summer of 1941 and on that fateful day in December of that year as well. Your editor was a signalman striker at the time and I shall never forget that morning when I came out on deck to go over to the tender alongside and looked up to the bridge to see Barkhurst *[I don't remember anyone calling him Elmer.]* who seemed to be shouting in a voice that was drowned out by the blaring general alarm. With punctuating gestures at the sky, he signaled for me to get up to the bridge, where he introduced me to World War II.

Not long afterward, he was promoted to Chief Signalman and transferred. From then until he retired in 1956, he served in a number of ships and shore assignments, retiring as a Lieutenant.

As a civilian, Elmer was employed by the San Diego Park Department doing work he enjoyed. He retired again in 1975.



This picture of George Gillespie was taken in San Francisco in 1943. I cropped the other guys out.

An interesting sidelight of Elmer's career relates to his duty assignment in Orange, Texas in the 1950's. Living next door to them was the Barnett family with a son named Tommy. Both Phyllis and Elmer remembered that boy very well — and so does Captain Thomas Barnett.

George (Gil) Gillespie

Portland, OR

George Gillespie died December 11, 1999, after a long illness. He was 78. The private service was attended by Warren Law who served as the Chaplain of the local PHSA. The wreath sent by our Reunion Group reads "USS Reid" and at the bottom reads "Shipmate." Burial was in the Willamette National Cemetery.

Gil was born in Nebraska and when he turned 18, he enlisted in the Navy. He reported aboard the REID in Pearl Harbor a year and a half later in March, 1941 as a Seaman 1/c. He was a member of the bridge gang as a quartermaster. He was also a bridge player and personal friend both aboard and on liberty.

He transferred from the REID in May, 1944 as a QM1/c. He left the service briefly at the end of the war, but was called back to active duty on an LST during the first year of the Korean War.

As a civilian, Gil worked 32 years in telephone engineering for a local company. Following retirement, he joined a firm constructing an oil terminal and a new city in Saudi Arabia on the Red Sea - Yanbu..

I had a nice telephone chat with Mary, Gil's wife of many years, who expressed her deep appreciation for the floral display sent by the Reunion Group. She especially wanted to be remembered to Frenchie, whom she recalls meeting many years ago.

Joe Nettles

Orlando, FL

As reported by his daughter, Joe Nettles passed away December 28, 1998 after a long illness. He was 77.

According to his bio-sketch, Joe was born in South Carolina and joined the Navy at the age of 18 in 1939. He reported aboard the REID in Pearl Harbor as a fireman in 1940. He left the REID in the fall of 1944 as a MMI/c when the ship made its last visit to Pearl Harbor. After the war,

Tom Barnett sent in this unusual picture showing Joe Taussig on the left with a CPO insignia and hash marks over his elbow. The CPO on the right is unidentified. The story of the Captain/CPO blouse, as told by Tom, is:

It was presented to Joe on the occasion of his retirement as the Deputy Assistant to the Secretary of the Navy for Safety and Survivability.

Joe worked primarily through a good group of particularly capable and committed CPOs in Lant and Pac Fleet to bring the latest technology in fire fighting and damage control to the sailors and airmen of our Navy. In so doing he irritated a lot of bureaucrats and won the undying admiration of the CPO community who recognized him as guy who could get things done, like a Chief!

It was one of Joe's prized possessions.



Nettles entered the building trades working in southeastern U.S., the Virgin Islands, Puerto Rico and Central America.

Joe Taussig

Annapolis, MD

Captain Joe Taussig passed away unexpectedly December 14, 1999 in Annapolis. He was 79. Although not a member of the REID crew, he was a member of the REID family, as son-in-law of our founding skipper, Robert Carney, later Chief of Naval Operations.

Taussig was a third generation Navy man, his father and grandfather both having been flag officers. He was severely wounded on December 7th aboard a battleship, went on to become the Navy's youngest captain and later served as deputy assistant Secretary of the Navy.

The REID was represented at the services by Captain Rufus Porter who graduated from the Naval Academy one year later (Class of 1942) than Taussig. Rufe knew Joe Taussig when they were at the Academy. Captain Thomas Barnett also attended the services and took pictures of the wreath from the Reunion Group.

Arlandres (Dick) Dixon

Chicago, Ill

Gordon Seastrom found a notice in his local newspaper reporting the death of Arlandres Dixon on December 31, 1999. He was 80. Dixon was a mess attendant on the REID for about a year, transferring off in September, 1939.

Dixon joined the Navy at New Orleans in 1938 and reported aboard the REID in July of that year in San Diego.

He later served on two other destroyers, Hull (350) and Dale (353) and left the Navy at the end of the war. As a civilian, he put in 31 years with the Postal Service and another 14 years as manager of a credit union.

Gordon says he met Dixon at the a local Pearl Harbor luncheon.

Ted Ploeger

Worcester, NY

As reported by his daughter, Ted Ploeger died January 26, 1998. I don't have any biographical information on him, but the ship rosters report him as enlisting in the Navy in April 4, 1939 and reporting aboard the REID in December, 1939. He left the ship some time in 1943. The last roster on which he appears has him listed as TM2/c.

Someone Must Remember!

Look back on the last page of the Newsletter of February, 1999. Who were those guys pictured there? I know some of you must remember them. That is a sharp picture! Surely they are not forgotten. The picture is by Sims.

What!?! You didn't keep your copy?

I received a number of Christmas cards and I thank you. If a message was included, it appears somewhere in these pages.

News from the Ladies

My mother, who was living in a nursing home at the time of Dad's death, has since died, in September, 1998.

Katherine Dorman (Joe Nettles)
Stockbridge, GA

Babe Gourley Lakewood, CA

My father is Joseph Clinton Nettles. My Dad passed away December 28, 1998.

It was nice talking to you on the telephone. Enclosed is a check. I really enjoy the newsletter. Please excuse the hand writing, as I have had a stroke on my left side and I am left handed. God played a trick on me.

I apologize for not getting to you sooner, but things have been very busy. Mom moved into a nice independent living retirement community (Orlando Lutheran Towers) in March and eventually sold the house. I know Mom would be pleased to hear from any of you. Her new address is 300 E. Church Street, Apartment 1112, Orlando, FL 32801. Her new phone number is 407-425-1033, extension 1112. Of course, I'd love to hear from you also. My address is 116 Ashland Grove, Stockbridge, GA 30281 and my number is 770-507-7351. You can always reach me via e-mail (cubbykitty@aol.com). Please keep in touch.



Finn Askildsen, Bill Alford and Bill Denny in 1985?

Betty Alford Beaumont, TX

Betty Alford has a lot more space in her house now and your editor has a lot less. Betty decided to send everything but the library full of books to me. There were lots of logs, articles, and information of most every kind about WWII and destroyers.

Thank you, Betty. But I found only one picture of you that I recognized as you. It looks like a copy machine copy of an anniversary picture.

Dorelle Ploutz-Chase (Ted Ploeger)
Worcester, NY

I am sorry to inform you that my father, Ted Ploeger, of the Reid, died on January 26, 1998. I had notified some of the men on his address list that he'd kept in touch with since some recent reunions, but the word apparently hasn't gotten to your records.

Philippine Memorial

As reported in the minutes in the last issue, Bill Pennington was authorized to arrange for a floral display to be placed, December 11, at the memorial monument located outside Manila, in remembrance of those who went down with the ship in defense of the Philippines. Bill reports his success in the following paragraphs [with apologies for minor editing. - Ed.]

Bill writes, "Let me step back and give you a little history. Marcia and I, on a trip to Hawaii, spent some time at the Punch Bowl, the military cemetery. There were large wall maps of pacific WWII actions and there were names of those lost at sea. We could not find any DD369 names, so we went to the office of the cemetery. They had a book about the size of "Who's Who" in which they had names of those killed during the war. I

gave the nice lady there several names and, in each case, she indicated that each one was "memorialized" in the Philippines at a memorial monument outside Manila in the former Fort McKinley.

I phoned The American Battle Monuments Commission and a very nice Mrs. Sell gave me all the data I have. After talking to Mrs. Sell, I found we could get a large wreath for \$50 and it would probably be presented in the hemicycle of the Philippine memorial by a naval officer.

REID Colors at Museum

When we visited the Nimitz Museum last October, Captain Porter spoke to the curator about his concern that the REID flag and pennant that were loaned or donated to them were not on display. The items in

question were flying when the REID sunk the Japanese submarine in Aleutian waters. Elmer Childress had presented the colors to the museum in 1992.

In Rufe's words, "The colors were not on display when we visited in October, so I asked the curator why not and he said they were in storage after being rotated. He didn't have a good answer to my question as to when they would be broken out again, if ever, so I asked that he mail or fax me a copy of the document signed by Elmer to see if it gave them permanent ownership - with the idea that we might reclaim the colors and display them somewhere else."

After returning home, there followed an exchange of letters, initiated by Rufe, that resulted in the museum providing copies of documents clearly giving title of the colors to the museum.

It is still possible, however, that the colors could be loaned to another exhibit elsewhere, if there were an interest.



35 years ago! Frenchie, Don Hynard, Blackie Blackwell and Loren Hiller. Picture by Bonnie Hiller



From Dee Barber's collection, two Millers from the engine room come topside for a picture, probably in 1943. On the right is Carl (Stub) Miller. On the left is Bob (Crash) Miller. We have no information on Bob other than he came aboard early in 1942 and left sometime in 1943. Stub Miller came aboard in 1938 and left early in 1944 as a WT2/c

I have a list!

Gentlemen! I have a list - a list of those on my mailing list about whom I don't have even a speck of biographical information in my files. In the center of the newsletter is a blank bio sheet with the names of those about whom I have no information, or incomplete information. It is printed front and back so you can cut it out without destroying the rest of the newsletter. **PLEASE FILL IT OUT AND SEND IT IN.**

I do have a copy of the bio material that the rest of you filled out 15 years ago for Bill Alford. But that is

pretty sketchy. Could the rest of you also fill out the form? I would appreciate the additional information that this form would provide. Of course, those who have sent in complete biographies are in fine shape. Thank you.

AN INVITATION

from Marie & Frenchie

Shipmates who attended the Reunion in San Antonio will remember that some of you thought that waiting two years for the next Reunion was a long time in our lives.

Marie suggested and offered that we have an Unofficial Get-Together in year 2000 and use our home as the Hospitality House.

Since several Shipmates are interested in coming to San Diego, we are making plans. The dates are; Sept. 14-15-16 (Thu, Fri, Sat). Arrangements are being made for lodging at NAVY LODGE, Coronado, or TRAVELODGE Motel in La Mesa. Rates are \$50.00 per night. No tours are planned but can be arranged on an individual basis with Navy discount rates.

Please contact us at; (619) 461-8155 or E-mail <mama1921@home.com>. Let us know your plans and desires.

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The best use of life is to invest it in something that will outlast life — William James

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

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