



# NEWSLETTER

Of the USS REID Reunion Group

Vol. 5 No. 3

August, 2001

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## Message from the President

There may still be time for those who have not committed themselves to our next reunion in Buffalo, NY. See the back page for all the necessary information.

As we all know, it is not exactly easy to attend as we get older. I hope that you make all efforts to attend. Fly, drive, walk, or crawl to get there if you must. The real and only success of a successful reunion, is to have as many as possible from the crew and family members there. Someone mentioned at the San Diego Reunion

that we are a family. You can't deny this. For 60 and more years, there has been a very close bonding of the REID crew members, more so than any of us could have imagined. I'm sure that this feeling will continue until the last of one of us is gone.

Walter and Katy Fox have put in a great deal of time to help make this a success. Now it's our time to help in these effort also. If you can't be there, send a note to be read and let us know how things are going for you.

~~~~ Gordon Seastrom



**Was this about 1975? Can anyone identify everyone in the picture?**

# News From Shipmates

## Butch Marriott

Los Alamos, CA



As to the question of what to do with the REID model, I'll go along with the majority vote. She was a great ship with a very close knit crew. I just hope she will be remembered.

I will say we had our share of characters. Yes, Finn you were one of them. Another was old Hubba Hubba. And another thing: they all liked each other

and each just trying to do his own job. Without that, I don't think the old gal would have stayed afloat as long as she did. I'm damned proud to say I served on the old rust bucket, REID.

I think Forsythe pinned the name "Butch" on me. Never did know why. I remember him walking up to me with his bony knees and charlie horsing me in the leg.

*[How about some better pictures of yourself, Butch? - Ed.]*

## Gordon Seastrom

Batavia, IL



It sound as if things are progressing very well with the next reunion plans in Buffalo. I know that it's very difficult and uncertain for some to be able to attend because of health problems. I hope that those who are able to attend will make all efforts to be there if they possibly can. After all, how many more reunions will we be able to have?

Of all groups that I meet with, this reunion group is the most important. Like someone mentioned at San Diego, it's more than a reunion group, it's more like family. Let's hope for a big turnout.

As far as having another ship bearing the name USS REID, this will be the toughest thing to accomplish. Who do you really write or talk to? It's got to be someone with

a lot of political influence. We *[in our district]* do have the Speaker of the House, Denny Hastert, who has his office in town. I don't have any idea if he could help out or not. I may, at least, go down to his office and explain to him what we're all about and what our wishes are. The only thing I can do is to give it a try.

Sally and I are looking forward to seeing everyone at the reunion.

## Ed Emanuel

West Bend, WI

Buffalo is pretty much out of the picture for me unless I'm hit with a Power Ball. Just can't cut it after (and during) the high cost of survival.

I'm still recovering from a double bypass in May. No more flying is a hard pill to swallow after being so active for 54 years. FAA makes life miserable for anyone wanting to get their medical reinstated. So this almost 80 year old thinks it wouldn't be worth the grief - no matter how well I get, which is happening at a rate which impresses the rehab people I see 3 times a week and at least two doctors.

These days it's ho-hum to have a bypass, but I got everyone's attention by already having a bad time with Legionel, a form of pneumonia, when the lights went out. It took 3 days in the local hospital to get me in good enough shape to ship me to Milwaukee where the chain saw experts work.

After two weeks of trying to breathe without coughing up my tonsils and hoping to not open up an otherwise neat job of sewing, they finally had all of me they could endure and my son brought me home where I cough any time I felt like it. Being extremely restricted to doing nothing else just about drove me la-la, but now I'm in my 9<sup>th</sup> week since the grand opening



and am now allowed to drive and take care of myself - which includes making sure I swallow all 9 daily pills on schedule, be on time for rehab classes, and visit the right one of two doctors on schedule.

Still amazed at the number of folks who made themselves available for doing all the things I wasn't allowed to do. Change of life style will take a while, but survival is assured.

No one in my so-called family ever lived this long, and - I always thought I'd be shot by a jealous husband long before now! Been putting weight back on (usual was 175) but still 12 pounds to go. It looks like my skin is at least one size too large for the contents.



Katy & Walter Fox

Welcoming hosts for our 2001 reunion in Buffalo

**Ralph Halsey**      New Haven, CT



Betsy and I are pleased that we will be able to attend the Buffalo meeting of the REID survivors. It has been a long time since we have been able to attend. A busy schedule will reduce my stay to only two days.

I hope you have large labels so that we can identify each other - of course I haven't changed but my family has. Our crew includes four

children and 14 grandchildren. We look forward to the meeting.

*[This is the only picture that your shipmates have to remember you by, Ralph. Have you changed over the years? How about your haberdasher? Have you changed him? - Ed.]*

## *Remembering*

**John MacNeal**

West Chester, PA

I received a note from Margaret MacNeal reporting that her husband, John MacNeal had passed away February 21, 2001. He was 85. He proudly served his country in the Navy for 10 years, 1939 to 1948.

The bio sheet I have on file is the only information available to me. John was born in 1915 in Philadelphia and joined the Navy in 1939, transferring to the REID in 1940. He came aboard as a fireman and was transferred in 1942 as a machinist mate 2/c. He went on to diesel school and finished his service on patrol craft and repair ships. He left the Navy in 1948 as a warrant machinist.

As a civilian, John took a job as an electrician with the Philadelphia Electric Company and stayed with them for 33 years.

He and Margaret have 2 children and 3 grandchildren (as of 1986,) - possibly more by now.



# News from the Ladies

## Rita Braloski (Emil)

Arnold, MO

## Lois Childress (Elmer)

Kerrville, TX

I just received my May issue of the newsletter and on the cover page you wondered if the Ladies read it. You struck a nerve and with many of the other Ladies, I'm sure. I read it from cover to cover and enjoy everyone's input. I too, am among "America's Greatest Generation" having served in the Navy in WWII as a Storekeeper 1/c.



Rita & Emil in their salad days

I lost Emil to leukemia in 1986 and we both enjoyed several REID reunions. I belong to American Legion Post 404 (the only all-women's post in Missouri.) We have a bus trip planned for September 8<sup>th</sup> to the 15<sup>th</sup> to Washington DC. Having never been there, I am eager to get to our country's history points and especially our Navy Museum and the model of the REID. Emil and I are both pictured members in the log. Look us up! We have both always been proud of our service records as you can see.

I'm sorry I won't be able to make this reunion as I will be in Washington, DC as I mentioned. Please find enclosed my check to help with the postage of the newsletter.

I am one Lady who appreciates what you do for the REID group. I read it [Newsletter] about 3 times over.

Going back to the February issue (not being picky,) but the picture with Elmer in it was taken at Jacksonville in Joe Gallaway's RV, [not French's RV,] because Elmer had a picture like it and I confirmed it with our son who had accompanied Elmer. So you see I really take it all in! Also, the Paris Inn must have been a hit, for Elmer had a folder like that one, but I can't tell stories about it.

Today [June 8] is 2 years since Elmer passed on and we have just received his ashes for interment here in the cemetery. Next week the family will do that. Elmer had his remains willed to medical science for Parkinson's study soon after he was diagnosed so that's kept things prolonged.

As for pictures, I might send, I did go through some of the pictures when we were preparing for the REID reunion in 1999. Nancy wanted some on display. Since then the change of life style has taken over. I'm too old for looking for another life so I'm settling in to making plans to stay as independent as long as I can. That's an adjustment.

Enclosed is a picture of a plaque put on the Memorial Wall at the Nimitz Museum the last of May. My grandson promoted it. Notice the ship plaque next to Elmer's has listed some of the actions it was in. Seemed familiar to me and might be of interest to the REID shipmates. [See additional information on plaques on the next page.]

In a later letter Lois writes, Nancy and I were at the Nimitz Museum recently. The PHSA is having its 60<sup>th</sup> stateside convention this year at Fredericksburg. Activities will include involvement of the PHS Sons & Daughters and the schools in the area.

By the way, Nancy was named as a representative of Sons & Daughters to the state PHSA meetings and they named me as a trustee of the local unit (whatever that means.) So we are still pitching in to do what we can.

# Texas Plaques

The picture sent in by Lois Childress of the Elmer Childress plaque on the Memory Wall at the Nimitz Museum is a fine and fitting memorial which others among us might want to consider. I asked Lois to round up some information on how to go about it. Thank you, Lois.

The cost of a 5 x 7 plaque is a \$350 donation to the Admiral Nimitz Foundation. You can get a larger plaque for \$2500, but the smaller one is the same size as Elmer's and the REID plaque now on the Wall. Most of the individuals who are commemorated are likely deceased, but according to the Museum's pamphlet, the living are honored as well.

For an additional \$1,000 donation to an endowment fund, a standing floral wreath will be placed by one's

plaque each Memorial Day. The person's name will be displayed on a ribbon across the wreath. A Memorial Day program is held each year which sponsors of the plaques may attend.

For more information, write to: The Admiral Nimitz Foundation, P.O. Box 777, Fredericksburg, TX 78624. Telephone: 830-997-8600. Fax: 830-997-8092. They also have a web site with more detailed information: under Search, type in Admiral Nimitz Museum.



## Mail Returned

### Fred Lyons

Needles, CA

The newsletter addressed to Fred Lyons was returned without explanation by the post office. I have no record on him other than one entry in the December, 1943 roster which lists him as enlisting in July, 1942, coming aboard the REID in February, 1943 and must have been transferred sometime in 1944. He was a Fireman.

# More Discussion about the Artifacts

## Joe Taylor

Berkeley, CA



Hey, Len, it's easy to get my opinion any time. My vote now and at the reunion will be to "give the model to the Navy."

My heart is with you, Len, and that is to keep it under the control of the REID guys, but, as we all know, time is working against that.

Even the youngsters, like

Barnett, Ziemba and Senter are not here for very long. Rufe is not going to be with us forever, either. Let's take advantage of his contacts and influence now in order to arrange a permanent home for our 'prize.' In that way, we do exercise 'control.'

## Gordon Seastrom

Batavia, IL

Concerning the USS REID ship model, I go along with Capt. Porter and Joe Taylor. However, the final decision will be left up the reunion group.

## Rita Bralowski (Emil)

Arnold, MO

My reason for writing is for a possible home for the model of the REID. As we all know, after our "Greatest Generation" (I love that phrase) the interest in the model will diminish. I have two ideas that perhaps haven't been thought of by our members.

Are you aware that there is a Navy Museum at Great Lakes Naval Training Base?

It's located just inside the main gate to the right, Building 158. Our Waves National group donated many items for the

Waves section. Many other displays from many groups are displayed and they have assured all groups that the memorabilia will be secure and maintained by the Navy. I was there for the dedication, October 31, 1997, along with the dedication of the Admiral Mike Boorda Hall and the Lone Sailor Statue. The ribbon cutting ceremony and remarks were by the Honorable John H. Dalton, Secretary of the Navy. I know there are members among you who have clout with Secretary Dalton and can get more information on this suggestion if there is interest.

Another appropriate place would be the Harry S. Truman Library. It is located in the center of our great country and has many, many items from both World Wars.

I have no way of knowing how one would go about getting the ball rolling on these suggestions and I hesitate to suggest them as it's usually the who suggests something who gets put in charge of the project. I have absolutely no clout with any one of importance so just put these ideas on the table for your business meeting. Possibly some one has already thought of these places.

## Shipmates!

Please refresh your memories on this important subject by re-reading the more extensive comments that appeared in the last (May) issue of the Newsletter. We expect to discuss the topic again at the business meeting on Saturday, September 15 in Buffalo.

The last issue included my inquiry to the former FFG30 skippers about the possibility that veterans of that fine ship might form a fraternal alumni organization, and if so, whether such an organization might consider custody of the existing USS REID artifacts, including the model. The responses of each of the skippers were included, along with comments by Captain Porter and myself.

If you can't be at the meeting in Buffalo, send your comments in to me or to President Gordon Seastrom and they will be read at the meeting.



by Len Gardner

## Legacy

In the published discussions of the fate of the ship model and other artifacts, the thing that concerns me is the perception of their significance. We may be clouding our vision of what our legacy really is, or should be, by identifying that legacy with material objects. I am probably guilty of fostering that perception by the way I present information.

As I see it, a true legacy is a living thing, and the things that can live on are tradition and organization. We are a part of the REID tradition, an important part to be sure, but not the whole.

What holds tradition and legacy together and perpetuates them are living people. Service, heroics, reunions, stories, artifacts such as the model, are the symbolic foundations that, together with personal dedication and loyalty to the legacy, bond us to each other.

As individuals, we owe a loyalty not only to our own ship, but to all ships in the REID family legacy which are part of our tradition. Now that our flesh is weak, it is time to begin the process of joining forces

and become one REID organization. Certainly, the younger generation of REID veterans is as competent as our own to nurture and preserve that tradition.

When we meet in Buffalo to discuss these things, let us think outside the ever more narrow confines of our diminishing organization. None of us will live beyond his time, but through our actions we can still be a presence in a living organization



# Sea Stories

by Hank Kolsom

## Nectar Energizer



Hank on survivor's leave - 1945

I guess that every department on the ship at one time or another had a old pot bellied coffee pot. Any way we had one in the engine room which made many, many pots of (as some people called it) "mud" or "joe". Anyway, one day the old coffee pot made one too many dives into the bilges and we were

unable to salvage it. To think of an engine room without a joe pot was unthinkable.

Some of the keen minds got together and figured out if we took an empty aluminum 5 inch powder container and cut it down some, and then took the bottom of another one and drilled some fine holes in it, we would have a pretty neat coffee pot. There was an exhaust steam line close to the engine room ladder that we could tap into to heat the water, which we of course could get from the evaporator measuring tank.

The coffee pot was installed at the end of the port main engine reduction gear, close to the engine room ladder where one could draw a cup of mud when they came on watch. I really don't remember all of the people who came down for a cup of coffee, but we had quite a few visitors.

The evening that the USS Henley was torpedoed, I was laying on my old mattress just aft of the port torpedo tubes. The word was passed that the smoking lamp was out. I rolled up on my side and flipped my cigarette butt over the side in time to see a torpedo hit the side of the Henley and then G.Q. was sounded and I hit the engine room. Some of the survivors came down to the engine room and we had a full pot of hot coffee waiting for them. As I remember it made somewhere around three to five gallons at a time.

One of the chiefs from the Henley was a CMM they called "Buck." He handed me his home made knife fashioned after a Bowie knife, and told me that he would not have any more use for it. This was the same knife that I used to cut the floater net loose the day we were sunk. I still have it in my drawer.

## Excuses

Here is another sea story. I intended to get this issue of the Newsletter in the mail by the first week of August to jog your memories and your pocketbooks one more time to join us in Buffalo. I was only part way through the process of laying out the Newsletter when my computer broke down. Each time it was reported fixed, it slipped out of sync again within an hour of operation. This went on for nearly 4 weeks.

I am now hurrying to get this to the printer before another breakdown. It now appears that there was a virus hiding in my virus detecting program!! Is there anything safe anymore??!





# 60<sup>th</sup> Anniversary of the U.S. Entry into World War II

Maurice Paul on the right with unidentified friend. Sandbags on Waikiki Beach. Aloha Tower in background.



I expect a lot of you guys belong to the Pearl Harbor Survivors Association and have received information about the Reunion planned in Hawaii in December. I used to belong, but have let my membership lapse. Gordon Seastrom sent me some of the information that he has received and I pass it along to you.

Gordon writes, *"From what I have heard, there must be a fairly large group heading out there. The main reunion headquarters is at the Ala Moana and it has already been filled. ... It would be nice to know if any REID members are planning to go."*

The five day reunion schedule is pretty busy. The plans call for a ceremonial flag raising, a reception dance, a Polynesian Show and dinner, sunrise service at the Punch Bowl on the 7<sup>th</sup> with a flyover and a speech by either the President or Vice-President, and that evening a final banquet with Sam Donaldson as speaker. The Arizona Memorial will be closed to the public on the 7<sup>th</sup> and reserved for survivors, their guests and the military. Negotiations are in process for a possible parade.

The registration deadline is November 1, 2001

## Pearl Harbor - The Movie

Gordon Seastrom didn't think too much of the movie - not much of a history lesson. Most veterans he spoke with agreed with his assessment, Gordon said. Personally, I thought it was a nice love story, but my wife thought it was a good war film. Did you notice the attacking planes weaving down an avenue between the battleships? They were moored too close for that, or has my memory gone to pot?



**Many of you know Chief Warrant Officer Brian Lehmkuhler of the FFG30 and his wife Sandy. Brian has sent the following letter to Senator McCain in support of another ship of the line named REID.**

Dear Senator McCain:

I realize that you receive many pieces of mail in a day, and I would like to thank you in advance for your time and your consideration in this matter.

I am currently a Naval Officer having served 26 years active duty. My wife and I recently visited Washington, DC and we would like to thank you and your staff for the time that was dedicated to making our visit a wonderful experience. On a personal note, your Staff Assistant Mr. Connors was very gracious and very knowledgeable - he is a great asset to your office. It was the trip of a life time for us - being able to spend two weeks in our nation's capital.

The purpose for this letter is to request a specific designation of one of the new destroyers being completed for the US Navy. We, the crew of the USS Reid FFG-30, would like to see one of the new destroyers bear the name USS Reid. We would ask this be in honor of a past ship the USS REID DD-369. I will endeavor to persuade you to take into consideration a truly heart felt cause. The dedication of this ship would be to the 103 sailors from World War II who went down with her on December 11, 1944. Her crew, both the 103 as well as the 165 survivors, are truly American Heroes. This dedication would be a great opportunity to carry on a great Navy tradition at no cost to the American taxpayers.

There have been four USS Reids to date, named after Master Samuel Chester Reid. Three were destroyer types, DD21, DD292, DD369. The ship on which I was privileged to be a plank owner was FFG-30. This ship, the FFG-30, was decommissioned and sold to another country on September 25, 1998.

The DD369 established the traditions, the pride, honor, and distinction which we the crew of the FFG-30 strongly adhered to. During the fall of 1944 The REID DD369 was protecting a re-supply amphibious force in Ormoc Bay off the west coast of Leyte. Twelve enemy planes approached the convoy. The Reid shot down 7 of the enemy planes in less than 2 minutes. She was however mortally wounded but still doing 20 knots. The stern opened up, and she rolled and then laid over on her starboard side and dove to the bottom at 600 fathoms. 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 prisoners of war and steamed over 220,000 miles and expended over 10,000 rounds of 5" projectiles.

I include these facts to introduce to you a group of survivors who are now in their late 70's and 80's who have for their entire lives dedicated themselves to our U.S. Navy and our country. These survivors were essentially the FFG-30's second crew - contributing much to the ship with their constant support. These Navy Men from the DD-369 along with their skipper and former CNO, Admiral Robert C. Carney lobbied to get another surface combatant ship named after the DD-369. This is how the REID FFG-30 came into being.

These survivors meant more than I can ever express to the ship, her crews, and to the families of all the men who served on her. The Veterans of the DD-369 formed a reunion group and are still very active and continue to serve their country in every way possible. Their desire at this time, as well as all the officers and crews of the REID FFG-30, would be to have one of the new destroyer class ships to be named USS REID in memory of all those who served on the DD-369. This group of survivors has gotten considerably smaller in the last 15 years and if a new USS Reid DD-30 could be named in the near future for the San Diego area, this would truly be the greatest tribute to all the hard work and dedication of the survivors. This would also be a very deserving living memorial to their shipmates entombed in the sunken USS Reid DD-369.

Sincerely and very respectfully,

CWO4 Brian L Lehmkuhler, U.S. Navy - Active Duty

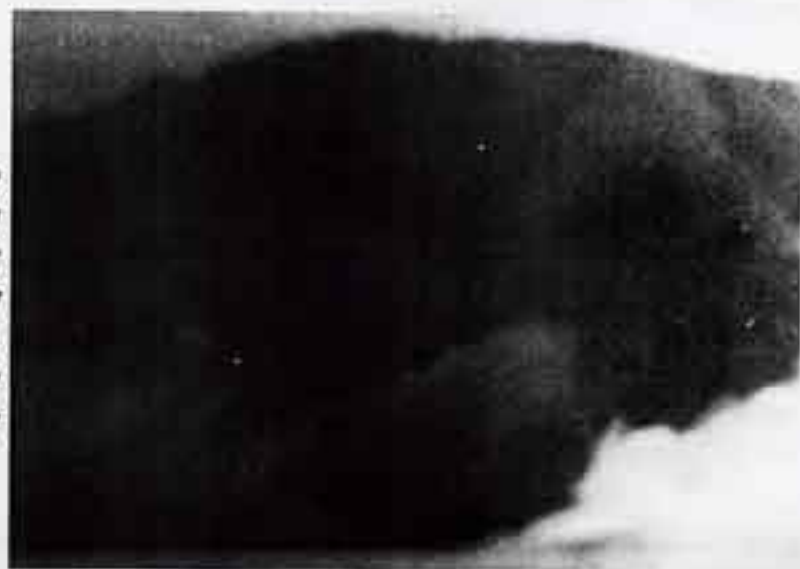


Several shipmates have sent in copies of these pictures taken from one of the amphibious craft of the last moments of the USS REID DD 369 in Ormoc Bay on December 11, 1944.



**PLEASE MEN!!  
PLEASE LADIES!!**

**TAKE AN HOUR OUT OF YOUR  
BUSY DAY AND LOOK THROUGH  
YOUR ALBUMS. SEND ME SOME  
PICTURES - OLD DAYS OR NEW  
DAYS. I ONLY NEED THEM FOR A  
FEW DAYS TO SCAN INTO MY  
COMPUTER AND THEN BACK THEY  
GO TO YOU.**





# REUNION 2001

**Walter Fox**

Well guys and gals, it's time to make your reservations for the 2001 Reunion in Buffalo. Your reservations are needed now, and we mean NOW!!

**Dates:** Wednesday, September 12 to Sunday, September 16, 2001.

**Where:** Radisson Hotel & Suites Airport  
4243 Genesee Street  
Buffalo, NY 14224

Tel: 1-800-333-3333 or  
Tel/FAX: 716-634-2300

**Cost:** \$76.00 per night, single, double, twin, triple, quad.  
(Mention REID Reunion Group)

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## Activities Schedule

Wednesday 9/12: Check in after 3 PM  
Thursday 9/13: Leave 9 AM for Naval Museum  
Lunch - Niagara Clipper Cruise  
Friday 9/14: Bus Tour  
Niagara Falls, Canada, with trip to Maid of the Mist Cruise.

(Bring picture ID or birth certificate.)

Lunch on own  
Saturday 9/15: 10:00 AM Men's Meeting  
6:00 PM Cocktails  
7:00 PM Banquet at hotel  
Sunday 9/16: Check out by noon

## Details & Instructions

Send money for trips and banquet to Walter E. Fox by check or money order. Questions? Call Walter at 1-716-627-6718.

*Special note: The deadline has passed, but Walter says latecomers can still be accommodated. - Ed.*

# Tariff

|                                                          |             |           |              |
|----------------------------------------------------------|-------------|-----------|--------------|
|                                                          | <u>Cost</u> | <u>x#</u> | <u>Total</u> |
| <b>Trip Thursday, 9/13</b>                               | 42.00       | x         | =            |
| Includes Naval Museum,<br>Niagara Clipper Cruise & lunch |             |           |              |

|                                                                  |       |   |   |
|------------------------------------------------------------------|-------|---|---|
| <b>Trip Friday, 9/14</b>                                         | 35.00 | x | = |
| Includes bus tour<br>Niagara Falls, Canada & Maid of Mist Cruise |       |   |   |

|                     |       |   |   |
|---------------------|-------|---|---|
| <b>Banquet 9/15</b> |       |   |   |
| Pork                | 24.93 | x | = |
| Fish                | 24.93 | x | = |
| Chicken             | 24.68 | x | = |

Total enclosed \$ \_\_\_\_\_

**Pork:** Roast loin of pork with own natural pan juices.

**Fish:** Broiled fillet of sole, brushed with lemon butter.

**Chicken:** Chicken breast cordon bleu.

*Each of the above will be served with twice baked potato, vegetable medley, Dutch apple pie squares, vanilla ice cream, rolls & butter, coffee or tea.*

Please mark your choices and return with a check or money order in the total amount, to Walter E. Fox, 123 East Canyon Drive, Hamburg, NY 14075-1818..

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

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