



NEWSLETTER

Of the USS REID Reunion Group

Vol. 6 No. 3

August, 2002

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REUNION

Our shipmates in the picture below, taken in Buffalo in 1979, would all plan to attend the Chicago Reunion if they could. Only a few of them will be able to join us in September. Let's make sure you and I are there to greet them!

As of 30 July, 34 have registered for the reunion and 6 others have indicated an intent to do so. Those still on the fence, please don't wait much longer. The deadline for both the motel and the lunch cruise reservations is **August 28!!**

The motel is in Warrenville, Illinois, just south of 188 and two miles north of Naperville. It's about 10 to 15 miles southwest of O'Hare airport and about the same distance west of downtown Chicago. The motel will provide a hospitality room, free breakfast and transportation to downtown Chicago on Friday. See cutout next page.

Arrive: Thursday, September 26
Check out: Sunday, September 29
Location: Amerisuites, Warrenville, Illinois



Back row: Alford, Blackwell, Jacoway, Hiller, Childress, Massa, Komar, Bucklin, Barber, Ailport, Driscoll.
Next row: Perrault, Pszczolkowski, MacNeal, Keel, Williams, Denny, Castanedo, Keene, Fisher, O'Neill, Terry, Askildsen, Pickeral, Grove. **Next row:** Burns, French, Tarallo, Wood, Miller, Pjura, Cisco, Lugar.,
Front row: Hynard, Kaweck, Bowes, Miller, Sneed, Woll, Fox, Dvorak, Stiefel.

REUNION

Last Chance Information

The motel is collecting for and handling the whole package, except for the optional lunch cruise and airport transportation. Call 630-393-0400 to make your reservations. **Be sure to mention USS REID REUNION** for the discount package. Do not call the 800 number.

Price: \$340.71 couples; \$315.77 singles.

These prices include room for 3 nights, hospitality room, meeting room, transportation to/from Chicago on Friday, Sept. 27, transportation to/from Cantigny on Saturday, Sept. 28, the catered dinner banquet buffet on Saturday, taxes and tips. [Note slightly lower prices.]

Reservations must be made before August 28. Cancellations will be honored 7 days or more prior to Sept. 19. If you would like to arrive **before** Sept. 28 to visit or see other things in the area, the motel offers a rate of \$76.59 per room per night.

Optional cruise. The cost is \$36.12 per person, including tax and gratuity. This is the only money that Gordon is handling. Send it directly to him ASAP. A light jacket or sweater is recommended for the cruise.



Hotel amenities as pictured in advertising

Clip and send to:
Gordon Seastrom
522 Elm Street
Batavia, Illinois 60510

Name _____

Driving? _____ Flying? _____

How Many Coming? _____

Optional Cruise? # _____ x \$36.12 = \$ _____

(Send check made out to Gordon Seastrom)

This information is very important to make this all work. Please send early.

When Gordon hears from you, he will send you a more detailed letter. This information will have phone numbers to call about cabs or vans to get you to the motel if you are flying. Also driving directions for those who come by car.

Questions? Call Gordon 630-879-7844

[If you can't make the reunion, please send me a note about yourself to read at the banquet.]

Business Meeting

Saturday, September 28, 2002

Chairman: President Gordon Seastrom

Tentative Agenda:

1. Greetings, announcements, communications
2. Treasurer's report & recommendations
3. Old Business
4. New Business
 - a. Capt. Porter - Disposition of ship model.
 - b. Len Gardner - Disposition of Reunion Group records - order of succession.
 - c. Frenchie Manckia - Expansion of reunion attendance/membership.
 - d. Next reunion - General discussion and recommendations, if any.
5. Election of Officers
 - a. Report of Nominating Committee.
 - b. Election of President, (?Vice President?) and Secretary.
6. Other business from the floor
7. Adjourn.

News from Shipmates

Bill Blaha

Graham, FL

Rufe Porter

McLean, VA



I have prevailed upon Angelique Kidd, the widow of my classmate and friend since Plebe year at the Naval Academy, Ike, to come to the reunion. It wasn't hard to do, since she has read a lot of the ship's history and would be honored to be accepted into our elite band. Over

the past six months, I have been helping her with the design and installation of a beautiful memorial to the Kidd family at the Naval Academy Cemetery. Among others, it honors both Ike and his dad, who was killed when the Japs sunk the Arizona. Since last December I have worked very closely with Angelique and have become very fond of her.

I felt lousy the morning of May 15. I finally got through to the doctor and ended up in the emergency room at the VA Hospital in Gainesville. I was admitted, given blood, a lower GI, CAT scan and a radiology exam. A mass was found that needed to be removed. I was prepped for surgery, but then everything was canceled.

They had run out of recovery beds and rooms in the ICU. So they stopped all operations and sent me home. I was given a bag of medication, instructions and an 800 number to call if I had problems.

Fifteen days later I finally had a colon resection and recovered at home. Two weeks later, I had a heart attack and was back in the hospital. I am fortunate to be alive.

My daughter in Princeton, NJ is moving me up there - temporarily. It's just as well.

[We've read about the shortages at VA hospitals, and now we know it's true. Hang in there Bill.]

Gordon Seastrom

Batavia, IL



My wife Sally was in the hospital for about a week with a heart problem. She had one 90% blockage in one artery. The doctors put a stent in and now she is better than ever. That was good news.

[Sally, this is the only picture I could find of you. But it might win a prize for mystery and beauty. - Ed.]

Answering machine message at mental hospital:

"If you have short term memory loss, press 9. If you have short term memory loss, press 9. If you have short term memory loss, press 9."



This is my only picture of you, Bill. Taken in San Diego in 1939. I presume you haven't changed much.

[If you guys would send me pictures, I might be able to make you look as good as Rufe in the upper corner - - well no, probably not. - Ed.]

Gilbert Brummels

Coleridge, NE



Greetings to all my former shipmates who served on the USS REID prior to my arrival and also to those who followed me. My humble apologies for not corresponding more often and please accept my donation. My wife and I have really enjoyed reading the newsletter throughout the years.

I enlisted in the Navy 12-17-1941 at the age of 25 and by early February or March of '42 was assigned to the USS REID. My first lesson of the Navy, told in the following story,

was to obey orders. Soon after my arrival on the USS REID, I contracted the mumps. (As anyone knows, an adult who contracts the mumps is very sick.) I was told that I was to leave ship immediately for the hospital ship before anyone else awoke the next morning. I was on deck waiting for my ride and the coxswain came by and said what are you up to? When I told him I had orders to go to the hospital ship, he said, "I am going there right now and I'll drop you off." So being the logical (and sick) guy that I was, I hitched a ride with the coxswain and was dropped off at the hospital ship (Solace).

I was very sick for many days. Eventually the USS REID docked at Pearl Harbor and I recovered from the mumps and returned to the ship. On reporting aboard, I found out that I was considered AWOL for 23 days.

I was taken to Captain's mast and questioned by the Executive Officer, Mr. McGinnis. He couldn't reduce my rank; I was already an apprentice seaman. He asked, "Where are you from?" I replied with all the midwest pride available in one single word "NEBRASKA". Something must have clicked with Mr. McGinnis and he said, "Well, I want you to follow the Chief Commissary Steward around for a while, do as he does and do what

he says and FOLLOW ORDERS."

What could have been a disaster for me turned out to be okay. I served about 2 1/2 years aboard the REID and after my marriage to Lois on 9-12-44, I left for Amphibious Training School. I learned to drive LCVP (which nowadays would be called a Higgins Boat) and was transferred to Amphibious USS HYDE APA 173.

I saw Iwo Jima, and Okinawa over the bow of a landing boat. I was at Yokohama, Japan when US POW's were released and I remember we fed them before they were airlifted to Manila. I remember a pale and very thin General Wainwright greeting many of the troops.

I was discharged from the Navy on 10-30-1945 from St Louis. I returned home to Northeast Nebraska in Cedar County where Lois and I will be married for fifty-eight years in September of 2002.

We are lifelong farmers, twenty-eight years being in the dairy business. I retired two years ago and moved to Coleridge, a village of 593. Our six children (one is deceased) and spouses all live close by. We currently have twenty-one grandchildren and five great grandchildren. Our interests these last few years have



Gilbert & Lois Brummels at their 50th wedding anniversary in 1994

been gardening, crocheting, and our grandchildren's graduations and weddings.

From Gilbert Brummels 114 North Portland St. Coleridge, Nebr. 68727. Phone 402-283-4429

[How about joining us in Chicago, Gilbert! Make it your 58th anniversary trip. You are closer than most of us. - Ed.]

Calvert Sims

Hutchinson, KS

Calvert Sims is a prime source of pictures of our



gang from the pre-war days. I hope you all appreciate them as much as I do. He has discovered a new batch that I am including in the pages of this issue. He says that he can no longer remember the names of most of the shipmates in the pictures, but he knows that some of us will remember them.

Calvert says that he and Howard Grove were in Company 15

together at the Naval Training Center in North Chicago from June to August, 1937. They both came aboard the REID in September of that year.

What do we know about this shipmate of ours? Precious little. But we do know that he has a son named Steve who was with him at our reunion in San Antonio. Calvert was one of the youngest looking shipmates at that reunion, despite the fact that he is five years older than I am. I'll bet he can still get into his tailor made bell bottom blues.

The bio that he sent in to Bill Alford 15 years ago says he was born in Hutchinson, Kansas in November, 1916, joined the Navy in Minneapolis in June, 1937, came aboard the REID in San Diego in 1937 as a seaman. He was aboard for the good will trip to Australia in March, 1941 and then his enlistment was up.

I'm guessing here, but I deduce Calvert left the Navy for a while. According to his bio, he later served in the

Coast Guard and left that service as a BM 2/c at the end of the war.

After the war, Calvert went back home to Kansas to farm some nice rich bottom land, just like Sergeant York a generation earlier. Ten years later, like the plot of the hilarious musical comedy, *L'il Abner*, his farm was declared the "most unnecessary place" by the government which proceeded to move him off the farm and flood the area for a reservoir. [Now, don't that take the rag offen the bush?]

So Calvert, if that is not the story of your life, how about giving us the straight scoop?



This is one of the pictures Cal sent in.
He doesn't identify any of them.
Can this be Calvert himself?
If not, who is it?



These innocent young boys head into the temptations of pre-war Panama City, along with their equally young and innocent photographer, Calvert Sims. Howard Grove on left and next is Stanley Hazlett. The rest?





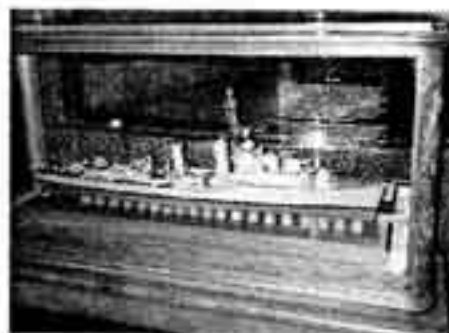
The ship passed through the Canal and has arrived in Hawaii. The terrain looks like the big island rather than Oahu. The man on the left must be Jim Van Trees.



Ship Model

Disposition of the model of the USS REID DD 369

An item of business at the September reunion



meeting. Captain Porter has sent it out for advance notice to those with E-mail addresses. In his words,

"I am sending it this early so that all hands can think

about it in advance of the business meeting and make up their minds on how they want to vote. If you are not coming to Chicago give someone who is coming your proxy."

Captain Porter has prepared a proposal for the permanent disposition of the DD 369 ship model, now on display at the Navy Memorial in Washington. He has drafted a "Memorandum of Understanding" which he has discussed with the Navy's Curator of Models and the President of the Navy Memorial Foundation. He advises that both officials have concurred in the proposed arrangement and have signed the document. This will be an item on the agenda at our business

Memorandum of Understanding

Subject: Proposed Gift of U.S.S. REID (DD-369) Model

Background : Subject scale model currently is on loan to the United States Navy Memorial Foundation, which has it on display at the Memorial. It is owned by the U.S.S. REID Reunion Group, which is made up of those who served in the ship between her commissioning in late 1936 and her destruction by enemy forces in late 1944. Inasmuch as Reunion Group members are failing at an increasing rate with advancing age, the time has come to ensure responsible stewardship of the model well into the future. Accordingly, the Group is actively considering donating the model as an unrestricted gift to the Department of the Navy. However, it does not want the model removed from the U.S. Navy Memorial until it is no longer on display there. A representative of the Group has discussed this with the Curator of Models at the Navy Department. The Curator has agreed to accept the model as an unrestricted gift, and to continue it's loan to the Navy Memorial, until such time as it is taken off display. At that time the Curator would then display it at one of the many other venues available.

Future Action by the Reunion Group : The biennial reunion will be held in the Chicago area 26-29 September, 2002. At the business meeting, the membership present will vote on the proposed disposition discussed above. If approved, the president will sign both copies of the Navy's Deed of Gift form, and the secretary will provide a signed portion of the minutes covering the membership's vote of approval. All three documents will then be forwarded to the Curator of Models.

Future Action by the Other Parties : Upon receipt of the aforementioned documents, the Curator of Models will countersign one copy of the signed Deed of Gift and return it to the president of the Reunion Group. Upon its receipt by the president, the donation of the gift will be considered consummated and transfer of ownership effected. In the future, it is understood that those associated with the ship can learn of the model's display location by contacting the office of the Curator. It is further understood by all concerned that the Navy Memorial Foundation has no plan to discontinue display of the model in the foreseeable future; and that when it does discontinue such display, it will so advise the Curator of Models.

Agreement : We the undersigned agree to the provisions for transfer of the scale model of U.S.S. REID (DD-369) as set forth above :

[This document was signed by both the Curator of Models, Navy Dept. and the President of the Navy Memorial Foundation]



Megan, Maggie and I recently participated in a USNA Candidate Awareness program at the Navy Memorial in DC and I am pleased to report that the model of USS REID DD369 is very prominently exhibited and the plaque that the Survivors commissioned for display on the quarterdeck/wardroom is well mounted along side the model.

Tom sent in this article that appeared in the Honolulu Advertiser May 20, 2002. It was written by William Cole, Military Writer for the Advertiser.

Mighty Destroyer Turns 100

They were the greyhounds of the sea, thin-hulled and narrow-beamed for speed, a jack of all trades by design, and the eyes and ears of the fleet. U.S. Navy destroyers could take the fight to the air, blasting enemy fighters with their guns, on the surface with torpedoes, and beneath the sea with depth charges.

Bigger battleships and aircraft carriers wouldn't venture into enemy waters during World War II without escort from the tough little ships that the sailors called tin cans.

"Destroyer sailors have always ranked high among our Navy's heroes," said Adm. Chester Nimitz, commander in chief of the Pacific Fleet, in 1942.

This year, the destroyer celebrates 100 years of service to America. In Honolulu, active-duty and retired destroyer crew-members are marking the occasion with a "DD-100" centennial ball Friday at the Royal Hawaiian Hotel. A capacity crowd of 400 is expected for the commemoration staged by



Destroyer Squadron 31, which oversees all destroyers and frigates based at Pearl Harbor.

Much has changed with the destroyer since its World War II days, but its versatility and the pride in service on the tin can remain. The 505-foot USS Russell, DDG 59, one of four Arleigh Burke guided missile destroyers with its home port at Pearl Harbor, is 157 feet longer and 20 feet wider than the last Russell, DD 414, which was commissioned in 1939 and earned 16 battle stars in World War II. The other Pearl-based guided missile destroyers are the Hamilton, Hopper and O'Kane. The fleet's USS Fletcher, DD 992, is a Spruance-class destroyer. From the 250-foot USS Bainbridge, a torpedo boat destroyer designated DD1 and launched in 1902 - giving the destroyer its name - through Burke guided missile ships such as the Russell, the destroyer always has been at the forefront of the battle.

In the South Pacific during World War II, nine destroyers in Destroyer Squadron 21 were torpedoed three times, hit by mines four times, and were hit by shore batteries four times, with a loss of 372 sailors. But squadron ships sank or helped sink 10 submarines and many surface ships, shot down aircraft and rescued more than 1,800 sailors and downed aviators. Destroyers such as the Russell have carried on the legacy, firing Tomahawk cruise missiles against Iraq to suppress air defenses during Operation

Desert Strike in 1996. The Russell was the first Pearl Harbor warship deployed for Operation Enduring Freedom after the Sept. 11 terrorist attacks. In December, while in the Indian Ocean, the Russell rescued four crewmen from a B-1 bomber that went down off the island base of Diego Garcia. "The destroyer is just like the jet fighter is to other aircraft of the Air Force," said Cmdr. Hank Miranda, who commands the Russell.

"Traditionally, we are the picket ship - the one furthest out (closest to the threat) in the force." Destroyers retain the ability to defend other ships, but also operate with the Air Force, Marines, Army and land forces, usually as part of an aircraft carrier battle group. "The role and mission and technological capability put on destroyers now is far-reaching - it's overland now," Miranda said.



Destroyers also are able to do more with fewer people. Twenty-four officers, 30 chief petty officers and 278 seamen sail aboard the Russell. A ship the same size in World War II would have had more than 1,000 sailors aboard, Miranda said.

The Navy has 34 8,600-ton Arleigh Burke destroyers, which entered service in 1991 and cost approximately \$1 billion. The ships are named for Adm. Arleigh Burke, the Navy's most famous destroyer squadron combat commander and chief of naval operations from 1955 to 1961. Burke distinguished himself in Pacific combat in World War II. His ability to lead his squadron in spectacular dashes at high speeds earned him the nickname "31 Knot Burke."

The Navy has 22 of the 550-foot, 9,100-ton Spruance-class destroyers, first commissioned in 1975. The Spruance class is named for Adm. Raymond Spruance, who helped turn the tide of the war at the Battle of Midway and later was commander of the Pacific Fleet.

Burke destroyers carry sophisticated Aegis combat systems, torpedoes, vertical launch tubes with dozens of Tomahawk cruise missiles that can hit targets as far away as 1,000 miles, as well as Harpoon and ASROC anti-submarine missiles. Weapons storage spaces are much bigger, and veterans are also amazed at the air conditioning - often directed at electronic equipment instead of people.

"Their (World War II veterans') air conditioning was a porthole," Miranda said. Harold Estes remembers those pre-air conditioning days pretty well. In 1939, he was assigned to the destroyer base at San Diego, where he helped get the old "four-stacker" USS Meade ready to be recommissioned and delivered to the British as part of the "lend-lease" program that exchanged ships for base rights. Estes, 87, who now lives in Hawai'i, made the transit through the Panama Canal and up to Nova Scotia on the 314-foot ship, which was originally commissioned in 1919.

Michael Macdonald, who lives in Hawai'i Kai, also served on destroyers, coming through Pearl Harbor for training in the late 1960s on his way to Vietnam. "I got to do the hula with Don Ho," Macdonald



remembers, laughing. "One of the great things about destroyers back then was, we had about 200 men on the ship, and once you got under way, it was like a small city and everybody knew each other."

Missing!

John Ray's last known address was Pensacola, FL. His last newsletter was returned with no forwarding address.

John Ray came aboard the REID in July, 1943 as a Chief Torpedoman and was transferred in March, 1944. He was born in January, 1911. That would make him 90 this year. He joined the Navy in 1928 at 17 and retired after 20 years in 1948. In civilian life he worked as a machinist, retiring again in 1962 to Florida.

Belated Notice of Demise

Spencer Bostwick passed away about 5 years ago in McLean, VA. Bill Pennington spoke to his widow recently, who still lives in McLean and enjoys receiving the newsletter.

Bostwick was born in 1916 on Long Island, NY. He joined the Navy in 1943 and came aboard the REID about a year later in New Guinea, relieving Bill Pennington as Paymaster and Supply Officer.

E-Mail Addresses

[[These are addresses that have worked recently.]

Tom Barnett	<MbarTbar@aol.com>
Bill Blaha	<BillinGraham@webtv.net>
Tom Blow	<srblow@yahoo.com>
John Daniels	<jddaniels@myexcel.com>
Len Gardner	<lfgardner@juno.com>
Gil Girdauskas	<girdauskas@vbe.com>
Garry Holmstrom	<gholmstrom@jaycor.com>
Bud Kautz	<redlabelbuddha@aol.com>
Hank Kolsom	<nohowhk@webtv.net>
Warren Law	<warrenlaw1@attbi.com>
Frenchie Manckia	<fjmanckia1@cox.net>
Mack Massa	<MackK6JTJ1@juno.com>
Bill Pennington	<P369@EROLS.com>
Rufe Porter	<RufusCP@aol.com>
Gordon Seastrom	<Seastorm@msn.com>
(Note spelling)	
Joe Taylor	<Taylor0120@aol.com>
Dave Ziemba	<ziemfam@hotmail.com>

[These next addresses I think are current, but I haven't had e-mail contact with them for some time.]

Dee Barber	<DBarber3@aol.com>
Rusty Cook	<rcook@swrme.navy.mil>
Brian Lehmkuhler	<hatari@worldnet.att.net>
Jesse Pickeral	<jnpi@mindspring.com>
Claude Riggs	<jriggs5394@aol.com>
Reid Senter	<reidsenter@aol.com>
Nick Shuman	<nshuman26@hotmail.com>
Bill Terry	<bmterry@acnet.net>
Dick Woll	<CWOLLR@aol.com>



Two unknown shipmates from Cal Sims collection. Where is that bridge?

Answering machine message at mental hospital:

If you are obsessive-compulsive, press 1 repeatedly. If you have multiple personalities, press 3, 4, 5, and 6.

In Olde Hawaii



PRINCESS KAIULANI IN 1895



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

FIRST CLASS

FIRST CLASS

FIRST CLASS