



# NEWSLETTER

Of the USS REID Reunion Group

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## The Battle Not Fought

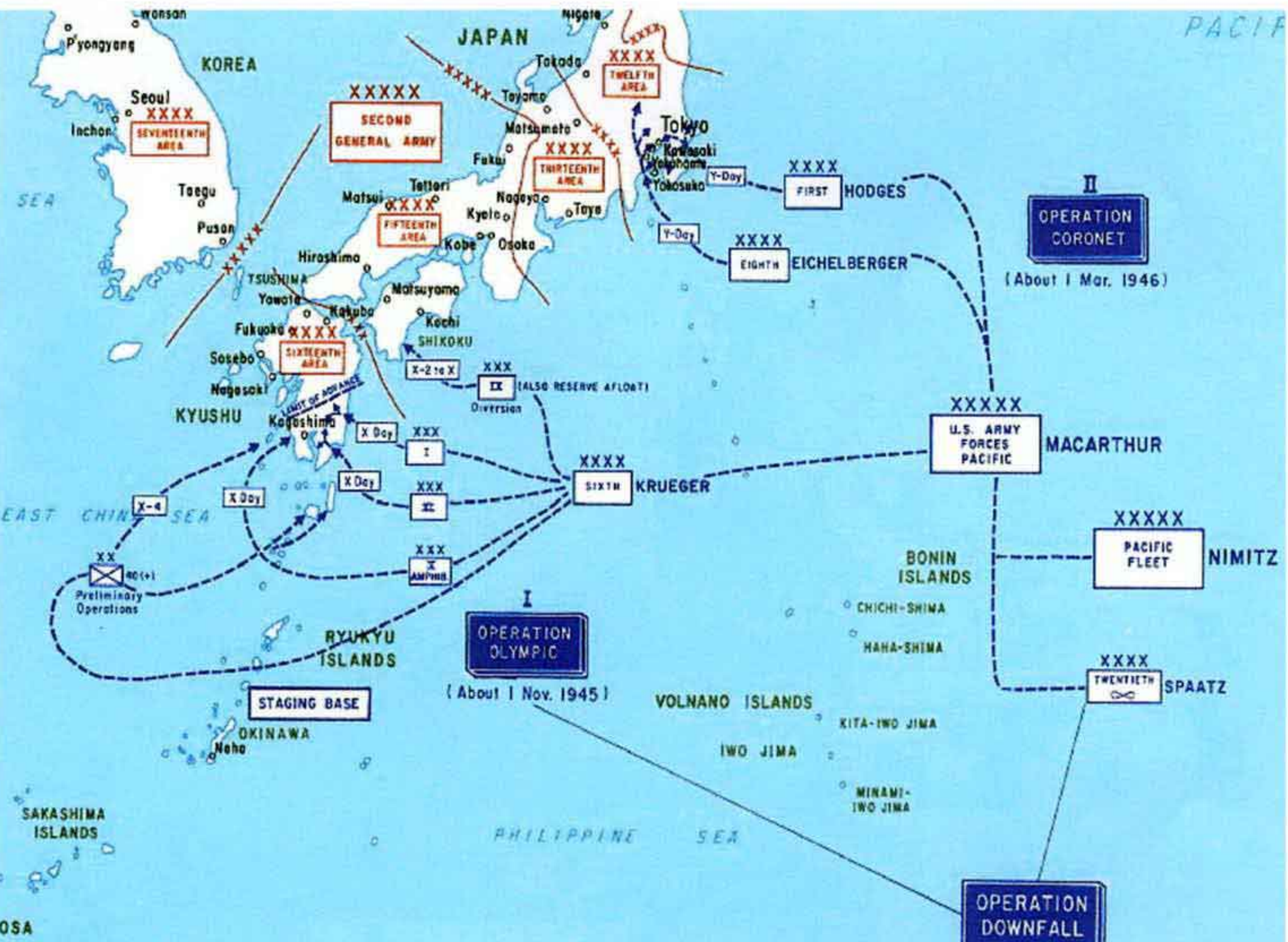
THE INVASION OF JAPAN

Those of us who survived the war in the Pacific, friend and foe alike, plus all of our succeeding generations, can be thankful this battle was not fought.

*Operation Downfall*, a battle plan approved in mid 1945, called for two massive military invasions in succession aimed at the heart of the Japanese Empire. In the first invasion, code named "*Operation Olympic*," 14 combat divisions of soldiers and marines would land on heavily fortified and defended Kyushu, the southernmost of the Japanese home islands on November 1, 1945. The

second invasion on March 1, 1946, code named "*Operation Coronet*," would send at least 22 divisions to land on the main island of Honshu and the Tokyo Plain.

The Allied naval armada would have been the largest ever assembled. Over 3000 ships of all types would be involved. The plan called for using the entire Marine Corps, most of the Air Force and more than 1.5 million combat soldiers, with 3 million more in support. More than 40% of all servicemen still in uniform in 1945 would be directly involved in the two amphibious assaults.





American casualties were expected to be extremely heavy - up to one million men by the fall of 1946, and some called this conservative.

Responsibility for planning *Operation Downfall* fell to the top commanders: Chester Nimitz, Douglas MacArthur and the Joint Chiefs of Staff - Ernest King, William Leahy, George Marshall and Hap Arnold. At the time, the development of the atomic bomb was a very closely guarded secret known only to a few top officials outside the *Manhattan Project*, and planning for the invasion of Japan did not take its existence into consideration.

Throughout the Pacific War, and unlike the European theater, the Allies were unable to agree on a single Commander-in-Chief. Inter-service squabbling over who it should be — the U.S. Navy wanted Nimitz, while the U.S. Army wanted MacArthur — was so serious that it threatened to derail planning. Ultimately, the Navy partially conceded, and MacArthur was to have total command of all forces, if circumstances made it necessary.

The goal was unconditional surrender. The advocates for invasion agreed that while a naval blockade chokes, it does not kill; and though strategic bombing might destroy cities, it leaves whole armies intact. So on May 25, 1945, the Joint Chiefs of Staff, after extensive deliberation and some reservations, issued to General MacArthur, Admiral Nimitz, and General Arnold, the top secret directive to proceed with plans for the invasion of Kyushu.

While this was going on, the Japanese were making plans of their own. They knew they could not win the war, but they hoped to drag it out so that a negotiated peace might be possible, rather than unconditional surrender. An invasion was anticipated. Japanese geography limited the likely invasion landing areas and the Japanese were able to accurately deduce the Allied invasion plans and adjust their defense plans accordingly.

Suicide attack was to be their main weapon. All of their aircraft of whatever type were committed to the *kamikaze* mission, and measures were taken to conserve them until the invasion. Allied estimates of available Japanese planes initially were estimated at 2,500, of which only 300 would be available for suicide missions. These estimates increased by the month. By August 1945 it was over 10,000. The actual count (post-war) turned out to have been nearly 13,000 aircraft available for suicide missions.

At Okinawa with fewer than 2000 planes, *Kamikaze* success ratio was one hit in nine attacks. In the close-in waters off the coast of Japan itself, they expected to do much better. By overwhelming the US defenses with large numbers of *Kamikaze* attacks in a period of hours, the Japanese estimated that the planes would sink hundreds of ships. Since they were training the pilots to target transports rather than carriers and destroyers, the casualties would be disproportionately greater than at Okinawa. The Japanese planned to sustain the attack with wave after wave of *Kamikazes* continuously over many days. One staff study estimated that the *Kamikazes* could destroy a third to a half of the invasion force before the landings.

In addition, Japan had 350 midget submarines, 1000 manned torpedoes and 800 suicide boats ready for deployment.

The Army also was getting some uncomfortable news. During the spring of 1945, Allied intelligence was aware that Japan had transferred five divisions to Kyushu, but still projected that by November the total defending force would be about 350,000. That changed in July, with the discovery of four new divisions and indications of more to come. By late July, the count was up to 600,000 and rising.

These new estimates transmitted powerful shock waves both in the Pacific and in Washington. On 29 July, MacArthur's intelligence chief, Maj. Gen. Willoughby advised that this buildup, if not checked, threatened "to grow to [the] point where we attack on a ratio of one (1) to one (1) which is not the recipe for victory."

In fact, by August, Japan had fourteen divisions and various smaller formations, including three tank brigades, for a total of 900,000 men on Kyushu. This would give the defenders a 3 to 2 advantage in manpower.

**[THERE IS MUCH MORE TO THIS STORY AND IT IS WELL DOCUMENTED. READ IT ON THE INTERNET UNDER <OPERATION DOWNFALL> ]**

Unbeknownst to the Americans, the Soviets were preparing to follow up their invasions of Sakhalin and the Kuril Islands with an invasion of the weakly defended home island of Hokkaido by the end of August. With American forces locked in combat in the south of Japan, little could have prevented the Soviet Union from marching into the northern half of the Japanese home islands. In the post-war world, Japan might have been divided much like Korea and Germany.

President Truman approved plans for the invasions July 24, but required a final review before giving the green light. Two days later, the United Nations issued the Potsdam Proclamation, which called upon Japan to surrender unconditionally or face total destruction. Three days later, the Japanese governmental news agency broadcast to the world that Japan would ignore the proclamation and would refuse to surrender. During this same period it was learned -- via monitoring Japanese radio broadcasts -- that Japan had closed all schools and mobilized its school children, was arming its civilian population and was fortifying caves and building underground defenses. Every foot of Japanese soil would have been paid for by Japanese and American lives.

Truman was keenly aware that with the end of the war in Europe and troops coming home, pressure to conclude the war in the Pacific would build rapidly. Public opinion might not support another year of war, particularly one with the high casualty rates that were projected and being continually revised upward. Without doubt, this was a factor in his decision to use the atomic bomb.

In retrospect, the 1 million American men and the several million Japanese who were to be the casualties of the invasion, were instead lucky enough to survive the war. Intelligence studies and military estimates clearly indicate that the battle for Japan might well have resulted in the biggest blood-bath in the history of modern warfare.

Far worse would be what might have happened to Japan as a nation and as a culture. When the invasion came, it would have come after several months of fire bombing all of the remaining Japanese cities. The cost in human life that resulted from the two atomic blasts was small in comparison to the total number of Japanese lives that would have been lost by this aerial devastation alone. One can only guess at how many civilians would have committed suicide in their homes or in futile mass military attacks.

## MAIL RETURNED

The last newsletter to Velma Andrews was returned as undeliverable. Velma is the widow of shipmate **Bill Andrews** who died in 1999.

## News of Shipmates & Their Ladies

### Ray Giunta

Farmington, CT



Ray Giunta in fine fettle

Ray sent in a contribution and said, *"I am one of the few plank owners left. Your newsletters greatly appreciated."*

[You are getting to be a rare breed, Ray. I did a quick check and find we still have four other plankowners on our mailing list: Tom Blow, Mack Massa, Alex Kreiglowa and Stan Scislowski.]

### Raymond (R.J.) Mathis

Sumter, SC

Had a call from RJ a month or two ago. He is 86 now and pretty much retired, although he still is a partner in a restaurant in town.

Raymond came aboard as a Seaman in 1938 and left in 1939. He stayed on in the Navy and retired in 1960 as a CWO4 Boatswain. He promised to send me a picture. *[Haven't got it yet, RJ.]*

### Frenchie Manckia

El Cajon, CA

I talked to Frenchie a few weeks ago. He hasn't been feeling well. His son Jerry lives with him now and would like to be included on the e-mail circuit. His address is <jerrymanckia@cox.net>





**LETA DRISCOLL (JOE)**

Ramona, CA

Leta sent in a couple of pictures and corrected the listing I had of her telephone number. Her correct number is 760-789-0486.

"One [picture] is of Joe and all his service in the Navy. This is made up on a permanent tile on top of Mt. Soladad (San Diego). There are a lot of service people on the circles going around this memorial. Bob Hope is just a short distance from Joe. This memorial was taken over by the federal government this last year.

"The other picture was [taken] when Joe and I were married. Just a little chapel with all the families."



**Joe Driscoll ~ 1960**



**Leta & Joe on their wedding day - 1987(?)**

**NEW SHIPMATE!!****EDWARD VANCE**

Las Vegas, NV

Well, not really new, but newly discovered!! Out of the blue last winter, I had a call from Edward Vance, who discovered us on the internet through our website. Fortunately I had the presence of mind to ask him for information about himself.

Vance was born August 23, 1923 in Navasota, Texas. His father worked on the railroad. He joined the Navy in December 1941 and reported aboard the Reid in February 1942 as a Seaman. He transferred to the USS Sante Fe in July 1943 and left the Navy in October 1945 as a Coxswain.

He says he has always been lucky. After leaving the service, he moved to California, married and has three grown children. He became a sausage maker because the pay was excellent, but arthritis got to him after 10 years or so and he had to move on to other work. He migrated to the Nevada atom bomb test site and worked there for another 27 years.

He now lives in Las Vegas and is 100% disabled. He can be reached at 8722 Brent Lane, Las Vegas, NV 89143. Tel: 702-645-1251.

[No picture available at press time.]

**RUFUS PORTER**

McLean, VA

I am still vertical, as Mick Carney used to say, but my mobility has deteriorated since I last saw you. Have some trouble with balance and with stairs. Fell recently going down my main stairway even though holding on to the railing. Had to go to the ER for cuts and bruises but no broken bones.



As you know, my son John has Parkinson's, and we have a lot of the same symptoms even though I don't have PD. John has just undergone a new surgical procedure called DBS (deep brain stimulation) where they drill a hole through the skull and insert a probe into certain brain cells, with electrical leads going to a transformer embedded in the chest. They are still fine tuning the system to get optimum response from the cells involved in PD.



**Lois Childress (ELMER)** Kerrville, TX

Lois sent in some pictures along with two nice letters that I have blended together here. I asked her to write about her courtship days.

*"Our courting days were actually all by letters. We met in high school; I was a freshman and he a senior. Elmer, his best friend and my sister, both seniors as well, and my brother a junior, all ran together as a group. My brother couldn't have the family car unless he took me along, so I got thrown in with the group. We would get together to play music, picnic, go swimming, and so on. I admired Elmer, but we never dated.*

*"Elmer graduated and joined the Navy in 1937 before I knew anything about it. Over the next several years I saw Elmer only once when he was home on leave, and that was just briefly. Time passed. My sister and Elmer's best friend were married and Pearl Harbor was attacked. My sister and her husband suggested I write to Elmer as a friend and give him some home town news. The letters moved from friendly to romance.*

*Elmer bought my diamond during the Aleutian campaign and mailed it to me. In 1943 the ship came back to the States for overhaul. I met Elmer in Oakland, California and we married June 17, 1943. That is the story of our romance that lasted a week short of 57 years." [Elmer Childress died in 1999.]*

**ANNA BOZOWSKI (FINN)** Cherry Valley, CA

Just finished reading the Reid Newsletter - cover to cover - so interesting. Finn [Askildsen] would tell me about all the places you had in the newsletter, especially Dutch Harbor. Now I know what the area looked like.

I am going to share the newsletter with friends of Finn, Carl and Dot. We all belong to the same church. Carl is 93 and Dot just turned 90. They will enjoy reading it also.

I so appreciate you still sending me the newsletter. Finn was a very special friend.



This was taken the day Lois & Elmer were married in San Francisco on June 17, 1943. In the party from l to r: Lois & Elmer Childress, John Stockemer & date, Charles Lee & date, H.R. Hampton & wife. (Stockemer went down with the ship the next year.)





**Mary at Nineteen**

*While talking to Mary on the telephone, I asked her tell us how she met Peter and to send in a sweetheart picture for our growing file. "It seemed like I knew him forever. There was a group he was always with where I grew up. Of course, he didn't pay much attention to me as I was four years younger than he was.*

"He went into the Navy and when he came back, he started asking me out. We got along so well together and that's how it all started. No big story."

**Mrs. Joseph TAUSSIG**

**(DAU. of Adm. CARNEY)**



**Adm Carney**

*A check was sent in along with a note saying, "I have moved to a life time community here in Annapolis. 60% of the residents are Navy, so I have lots of built in friends. It is a delightful place and I am happy here.*

*"I do appreciate you keeping me on your mailing list for the Reid Newsletter."*

New address: 7208 River Crescent Drive, Annapolis, MD 21401  
Tel: 410-268-7319

Had a long telephone conversation with Don last month. Don didn't show up on my end-of-year rosters because he came aboard early in 1942 and transferred late the same year.



**Don Cundall on the REID 65 years ago**

Don had just turned 87, having been born on April Fools Day in 1920. He enlisted in January, 1941 and did his boot camp in Great Lakes. He reported aboard the USS WHITNEY in Pearl Harbor and then transferred to the REID. He went to the Aleutians with us, then transferred as a Shipfitter 3/c to the USS DIXIE before we left for Guadalcanal. He spent the rest of the war on destroyer tenders and later in submarine repair, mostly in Pearl. As a civilian he worked as a union plumber in Pittsburgh, PA.



"Just want to tell you I do so enjoy the Reid Newsletter, though I don't know a soul. However, since my husband so loved the Reid, I too feel a closeness. . . .

"Just had my 92<sup>nd</sup> birthday."

## Web Site Contacts

<ussreid369.org>

Mr. Gardner:

This is an incredible website and I was stunned to find a photo of my Grandfather. I've never seen that photo before. I was astonished. Thank you so much for keeping this site going and thank you again for serving and giving me an opportunity to live as well as I do today. The more I research the past the more I see how much we take everything we have for granted. We really don't understand how easy our generation has it.

My Grandfather was stationed aboard the Reid when it was attacked in Pearl Harbor and was stationed on the ship until its unfortunate Kamikaze attack. His name is **Henry "Hank" Kolsom**. We didn't talk a lot about his experience because I could tell it was hard on him even to this day although I've always wanted to know more about his life. He'd get tears at times.

I don't know if you knew him. I was doing some poking around on the Internet and found your posting. I was wondering if anyone in your group knew him. I'd love to hear more about the events of his life and would talk to anyone. Thank you for serving and thank you for your time.

Derek Ramsey

[Derek's address is 3301 East Pintail Way, Elk Grove, CA 95757. Tel: 916-395-0252. E-mail: <ramseyderek@gmail.com>]

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Mr. Gardner:

I found your name while looking up the Reid, and am curious as to your response to a question I was charged with, by a shipmate of yours, **Bill Nelson**. Bill expected me to find out, since I was going to be a college kid and supposedly privy to all wisdom, how it was that your skipper knew the attack was imminent--to the extent of rushing to belt up the .50 ammo, thus increasing the firepower of the ship against air attack, on the Friday prior to the disaster. I checked your after-action reports, and, lo and behold, except for one cruiser, you boys got

off the most AA rounds of anybody at Pearl. Bill, I think, had to spend Saturday night in the base hospital as a result of dropping an ammo can on his foot during the scramble, and had to fight from the hospital roof, once they got ammo for a couple of .30's and some BARs, but it sure sounds like somebody had a "heads up". Any truth to this? I'd love to pass it on to his kid, my old hunting buddy.

Steve Wendover

**Gardner replied:** Good to hear from you and glad to see that our web site is active. I never heard that story of yours, but others may have. I will post your inquiry in the next newsletter. Maybe others will have some recollection.

My observation is, if the captain was so clairvoyant, how come he was ashore dancing the night before and had half to two thirds of the crew on liberty that weekend.

**Wendover again:** Thanks for responding so quickly. I'm guessing Bill didn't know, or didn't remember about the number of people on liberty--it might be interesting to check whether it was fewer than the other ships around, or the same--but then, if Bill was in the hospital nursing a couple of broken toes he might not have known that at all. I suspect that Captain Pullen was committed to the outing the night before; from what I recall from other accounts, his superior officer was part of the party. I've never been an officer, but what I've observed of officer country as an e.m. tells me the night life can be



Bill (Swede) Nelson 1943



Nelson in 1980s

part of the duty. I'll be interested in the responses; please keep me informed. Many thanks!

Steve Wendover

[ Steve's e-mail address is <windywales@yahoo.com> Those without e-mail can send their recollections to me and I will pass them on to Steve.]

## More Input from the Website

I found your website while looking for information on the USS Reid. My Mother-in-Law, Louise Pitts Hicklin, had a brother, WT2 **Russell Pitts** who went down with the Reid. She is the last surviving sibling and is interested in finding out any information about her brother's service and about the sinking of the ship. Any information you, or your shipmates, might be able to provide would be greatly appreciated. Their last brother, Leonard Pitts, passed away in March of this year.

[In a later e-mail] As I type this email I am listening to the oral history that was recorded at your reunion last year. Are there plans for a 2007 reunion? If so I would be interested in any information concerning it.

Bob Alverson.

[Bob sent in a picture taken during the war. I gave him a rundown of the activities of the ship during the time Pitts was aboard.] Alverson's address is 1700 Randolph Ave., Huntsville, AL 35801. E-mail: <bobalverson@bellsouth.net>



**Russell Pitts** was born in 1922, joined the Navy December 12, 1941 right after the attack on Pearl Harbor. He came aboard the Reid February 3, 1942 as a fireman and was a Watertender 2/c when he went down with the ship.

Mr. Gardner:

I was given your e-mail by **Gil Girdauskas**. I am trying to find something on a relative who was a Gunners Mate Third Class and died Dec 11 1944. His name is **John Ruben Williford** from Arkansas. Not sure what ship he was on but the Reid was lost that day so I thought it might be a place to start.

Carl Hampton

**Gardner replied:** I am the keeper of the records, such as they are, of our ship the USS Reid DD 369. **John R. Williford** was a shipmate of ours. The only information I have on him is that he joined the Navy 12-26-1941, came aboard the Reid 2-25-1942 and went down with the ship 12-11-1944. He was a Gunners Mate third class.

[I sent along a brief rundown of what the ship was doing while Williford was aboard. I also asked him for a picture and suggested he check out our USS REID website.]

### Hampton again:

Thank you so much for the info. John was my grandmothers brother and the family was always told that he was killed at Pearl Harbor. Sad how things get messed up over time. Thank you for helping set the record straight. Thank you also for your service to our great nation. If you were to find out any other info it would be nice to have anything.

Carl Hampton Tel: 530-673-1206

E-mail: ktmcarl@hotmail.com

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## Remembering

**CLARENCE OLSEN**

Alpena, MI

A note from his son, Terry, "My Dad, Clarence Olsen passed away on November 22, 2006. He was 86.

He was a mail carrier for the Post Office, retiring in 1984. My Mother died in 2002. They had 2 sons.

He wanted me to drive him to the reunion this year in New Orleans. He very proud to have been on the USS REID.

[Clarence Olsen joined the Navy April 25, 1944, came aboard the REID as a Seaman in that big turnover in August 1944 and was a survivor of the sinking December 11, 1944.]



# Remembering

**HENRY (HANK/ACE) KOLSOM** Eatonton, GA

Shipmate Hank Kolsom passed away February 23, 2007. He had just turned 90. He came aboard the Reid in 1938 and was Chief Machinist Mate aboard when it went down in 1944. He was an active member of the Reunion Group. In the words of his wife Norma,

“He was a wonderful man, a good husband and father. We will all miss him. We had 61 good years of marriage and I will always feel his presence.



Hank and Norma Kolsom a few years ago

“Thank you for taking the time to talk with me. It is nice to know that he has a continuing friendship with his shipmates from the Reid. Hank always enjoyed the newsletter and reminisced about some of the experiences written by other shipmates. In his later years, he remembered more about the war and would talk about it to his family. His grandchildren have become very interested in the history of the USS Reid DD369 and are gathering every bit of information they can find available to them.”

*[Some time ago, Kolsom wrote up recollections of his service on the REID. The following is an abbreviated version of his pre-war experiences.]*

## Hank Kolsom's Pre-War Years

(As abridged by the Editor.)

After boot camp in early 1937, I was assigned to the deck gang on the 4 stack destroyer USS LAWRENCE DD250. I was proud to be aboard a sleek “greyhound of the sea.” As soon as I could, I transferred to the black gang, convinced that they received better liberty privileges than the deck gang.

One day while I was on lookout in crow's nest I spotted a column of ships on the horizon and identified them to the Officer of the Deck as a formation of cruisers. They turned out to be newly minted destroyers of the MAHAN class. When the LAWRENCE was decommissioned a year later, I was transferred to one of those beautiful new destroyers, the USS REID.

I truly thought I had gone to heaven, as my new ship had no crow's nest and all the lookouts were on the corners of the bridge. The galley was new and sparkling and the crew's quarters were separated from the messing spaces. The fronts of the boilers in the firerooms only had, I believe, 9 burners, whereas the old DD250 had 18. Believe me, when the “flank speed” bell was rung, the poor firemen on the floor plates had quite a time cutting in all 18 burners.

The REID in those pre-war days had a complement of about 150. There were port holes in the berthing compartments with wind scoops for those who were lucky enough to have bunks on the hull of the ship. I was berthed directly aft of the engine room, in the middle bunk of a 3 tiered bunk set, next to the ladder, scuttlebutt and sick bay.

I was first assigned to the fireroom under **Jim Van Trees**, but as soon as an opening came up, I moved over to the Auxiliary Gang under CMM **Dallas McCoy**. I did my turn in the machine shop and stood underway watches on the bridge and helped the big signalman, **Red Atherton**, hoist signal flags for four months until I was assigned mess duty.

Mess cooking was a way of life in those days. Every time you were transferred to another division, the first thing you did was 3 months of mess cooking. I did two 3 month stints while aboard the LAWRENCE and another two 3 month stints aboard the REID.

On the old LAWRENCE all of the dishes were washed by hand and in heavy weather, because the galley had a fuel oil range, all baked, fried and range meals were curtailed and we got only sandwiches or



meals that could be prepared in steam kettles.

On the REID, we had an electric range. Soon after I came aboard, a potato peeler was installed. Oh Happy Day! We also had a scullery to wash dishes.



**Hank Kolsom aboard the REID about 1938**

As a mess cook, I was assigned, along with two other firemen (one was named **Humphries**), to a table serving 21 men from the Engineering Department. We got our food from the galley in tureens and served it at our tables.

It was the custom then to tip the mess cooks every pay day, usually a quarter from each man. As a way to

get better tips, we decided to use half our tips to buy things we didn't get in the general mess, such as peanut butter, pickles, A-1 sauce and so on. The tips got better. Then during the holidays in 1939, I suggested buying some wine for our mess, to serve instead of the customary tomato juice cocktail. That went over big and our tips went up to a dollar thereafter.

In 1939 I finally got my break and got a transfer to the Engine Room, working under MMI/c **William King** and MMI/c **Kelsey Browning**. Some of the others I remember in the Engine Room at the time were **Jimmy Banks**, **Louie Horvath**, **Cowboy Terrell** and **John Hickox**.

During the 1939-1940 period I served as engineer on the motor launch, the motor whaleboat and the captain's gig. Two of the coxswains I recall working with were **Jocko McFall** and **Archer**. I learned how to adjust the fuel regulator on the gig to get more speed and it would outrun most everything in the harbor. The Commodore enjoyed it as much as the crew until one fateful day we outran the USS Detroit's (known as the Dirty D) barge and we were order to limit our speed thereafter.

In 1939 we traversed the Panama Canal and conducted maneuvers in the Caribbean Sea. After liberty on both sides of the Canal, we needed some sea time and we got it. During the exercises we did a high speed run with our torpedo tubes extended and water got under the spoons on the tubes and peeled them back. That knocked us out of going to New York City with the rest of the fleet and instead ended up in the Washington Navy Yard. That turned out to be a fine liberty port, as we were the only Naval vessel in town.

Then it was back to the west coast and Pearl Harbor where our Division Five was assigned to the newly formed "Neutrality Patrol." Our ships were painted dead black and we became known as the "Black Fleet."

*[War years recollections omitted here.]*

One of the things I always remember about the REID was the willingness of most of her crew to help each other. If the deck force was busy handling lines, furling or unfurling deck awnings, other crew members would give them a hand. It was the same when the torpedomen were pulling fish or slushing tubes, when the gunners mates were lapping out the five inch, when the engineroom gang was receiving lube oil and when the ship was refueling. There were always extra hands helping.



## **GERRY TAYLOR**

Berkeley, CA

Geraldine (Gerry) Taylor passed away March 18, 2007. She was 84.



**Gerry and Joe Taylor at Chicago Reunion**

## **JOHN DANIELS**

Paramount, CA

John Daniels passed away April 12. John went into the VA hospital for a gall bladder operation last December and one thing led to another. He was 86.

John was a loyal and highly regarded shipmate who rarely, if ever, missed a reunion.



**John & Allie Daniels at 2000 Reunion**

None of John's stories is in the newsletter files. The only record is his bio sheet that he filled out for Bill Alford years ago.

He was born in Providence, RI in 1921, joined the Navy in 1941 and reported aboard the REID in February 1942 as a Torpedoman 3/c. He was with the ship during the Aleutian, Guadalcanal and New Guinea campaigns. He was transferred in July, 1944 at Pearl Harbor and left the Navy at the end of the war as a Torpedoman 2/c. As a civilian he worked at the Long Beach Naval Shipyard and retired in 1981.



**John in 1943**



**Great Picture**



# Reunion - New Orleans

## 2007

### November 1 to November 4 or 5

Now you can make airline plans.

The agenda is not yet firm, but arrival is set for Thursday, November 1. Karen and Reid Senter plan organized activities on Friday and Saturday, and on Sunday morning. Departure Sunday, November 4 or thereafter.

The activity planning will take into account that we don't walk as well as we used to and some may be in wheelchairs.

By the time the August issue of the newsletter comes out, all the details should be in place, including hotel arrangements. **So mark your calendar now!**

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## Photos of Individual Shipmates

The web site is a great testimonial to all those who served on the ship and to their families. We're trying to make it as inclusive and interesting as possible.

I have collected all the single shot photos of shipmates, and cropped out of group photos a great many more individuals. These have been sent in to the webmaster and will be added to those already there. The group photos will be pulled out and entered into a separate group photo section.

Now is the time to dig out those old photos from your Navy days and get them in to me to enter on the web. I'm not getting any younger and neither are you. Let's get as much of this done as soon as we can.

## Oral Histories

The oral histories are a great addition to the web site. The problem is, there are only a few recorded by those who attended the Ft. Myers reunion. How to get more oral histories recorded, that is the question. Any suggestions? Have some of you already recorded your experiences on tape or disk? How about some feedback

# Ship Model in Distress ☹

I visited the Navy Memorial in Washington a few weeks ago and was distressed to find that the model of the USS REID in its beautifully carved wooden case was no longer displayed in the entrance foyer of the Navy Memorial.



It is now crammed in with two other models at the bottom of the stairway. The plaque behind it cannot be read. It may be that the Memorial no longer needs it. Perhaps another museum might give it a better display. (Sorry about the picture. The light was very poor in the corridor.)

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New address for Wayne Haviland: 950 Pinebrook Rd., Rm 104, Venice, FL 34285-7164

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## *Postal Rates*

New postal rates for this newsletter would increase by 50%, unless it is folded. This issue is an experiment in folding and taping to capture the lower rate.

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

FIRST CLASS

FIRST CLASS

FIRST CLASS