



NEWSLETTER

Of the USS REID Reunion Group

Vol. 12 No. 3

Web site : <www.ussreid369.org>

October, 2008

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Pages from the History of USS Reid



In the last issue of the Newsletter, a summary of the history of the DD369 was recounted from the New Guinea campaign, covering the period from the summer 1943 to the early days of 1944, ending in some R & R in Sydney, Australia. Some of that account was based on the personal recollections of the editor, who was aboard during that period.

The segment chosen for this issue is of the final day in the eight year life of the USS Reid DD369. On that day, in the Philippines off the west coast of Leyte, in a blaze of gunfire, smoke, explosion and personal sacrifice, Reid went to rest under 600 fathoms of water in Ormoc Bay.

There are a great many accounts of that day and a number of official documents relating to it. Most of them were assembled by my predecessor as editor, Bill Alford. The following article is based primarily on those accounts, and in particular, on the official reports by the Commanding Officer, Cmdr. McCormock and the Executive Officer, Lt. Porter. In weaving the story line, I have shamelessly used words and phrases of others without citing the sources.



USS REID in wartime camouflage as she appeared in Ormoc Bay

Following the virtual destruction of the Japanese surface fleet in the naval battles associated with the initial landings in Leyte Gulf, the Kamikaze, in increasing numbers, became the chief Japanese weapon against U.S. Naval forces. In the subsequent operations in the Philippines, destroyers operating alone or with smaller landing craft bore the brunt of the Kamikaze attacks. The effectiveness of this weapon became alarming. One destroyer captain reported that ships cannot fight off suicide planes with present armament. Another reported that nothing short of total destruction can prevent a suicide dive bomber from dying in his chosen manner. An internal Navy document of the time acknowledged that about half of the suicide planes were getting through and, if unhindered and undamaged, the plane had virtually a 100% chance of crashing a ship of any size, regardless of her evasive action.

In the weeks leading up to December 11, 1944, Reid served continuously in the Leyte area as a radar picket, anti-submarine

patrol and as escort, responding to an average of ten hostile actions - "Flash Reds"- a day. During this period suicide bombing attacks intensified and a number of destroyers were sunk or severely damaged. As the days dwindled down to a mode of nearly constant tension, the Reid crew was put on a four on four off watch for periods when not actually at general quarters.

Early in the afternoon of December 10, a task group

of 8 LSMs and 5 LCIs assembled off Tacloban in San Pedro Bay on the eastern shore of Leyte. They were loaded with 100 tons of ammunition, 40,000 rations, 10 tons of medical supplies, 1,000 gallons of gasoline, 500 gallons of diesel and support personnel to resupply Army troops in the Ormoc Bay area. This amphibious group planned to pass through the Surigao Straits separating Leyte from Mindanao and were scheduled to land their cargoes shortly before midnight the following day on the western coast of the island.

Early the following morning, December 11, Reid DD369, Caldwell DD605, Coghlan DD609, Edwards DD619, Smith DD378 and Conyngham DD371 got underway to escort the amphibious task group through the Surigao Straits to Ormoc. Four Corsairs provided air



cover. In keeping with the tension of the times, Reid crew went to general quarters at 1300 and stayed at their battle stations for the remainder of the trip. About three in the afternoon enemy planes were picked up about 25 miles out, but retired without attacking the task force. These were presumed to be snoopers sent out to report the movements of the task force.

At about 1700 twelve enemy planes were sighted flying low on the water. As the enemy planes turned to attack, Reid was the closest ship to the oncoming planes. Reid opened gunfire on the lead planes with its five inch battery at 10,000 yards and increased speed to 30 knots. The Corsairs engaged the planes in the rear of the formation. Incoming planes #1 and #2 were shot down by the 5" battery. This was followed almost immediately by a rapid sequence of events that all took place within a single 15 second time frame.



Kamikaze plane in flames dives into a ship

Plane #3 crashed and exploded 500 yards off the starboard beam. Plane #4 hooked its wing in the starboard whaleboat and crashed at the waterline where the bomb exploded, knocking out all communications, including steering control. This bomb demolished the I.C. Room, ruptured the forward fuel tanks flooding the mess hall with oil and starting a fire. Plane #5 came up the starboard side strafing, passed over the bow and crashed on the port side, without an explosion. Plane #6 came up the port side strafing, passed over the bridge leaking gasoline and crashed off the starboard bow without an explosion. Plane #7 came in dead astern, strafing as he came, crashed into gun #3 and skidded up on the port 40mm guns. His bomb hit between gun #3 and #4, exploded in the after magazine blowing the entire stern apart. Immediately, an intense

fire raged with exploding ammunition.

The ship suddenly became a derelict speeding through the water at 20 to 30 knots. The ship heeled over on its starboard side as the crew abandoned ship. Within two minutes of the explosion of the first bomb carried by plane #4, the destroyer USS Reid DD369 disappeared beneath the waves. 103 members of her crew went down with her, most of them from the firerooms and the stern of the ship where few men survived.

In the final minute before the ship disappeared, some survivors burst to the surface escaping entrapment under water. Others climbed through hatches and over lifelines, walked on bulkheads once vertical, clambered over the keel, dove or slid into the oil slick sea and tried to swim away from the suction of the sinking ship as best they could. Some had been blown directly into the sea, clear out of their shoes, their shirts or life preservers.

Some were gasping for breath, unable to swim, wounded or disoriented. Some were choking and blinded by fuel oil several inches thick on the surface of the sea. Others moved to help them. Because the ship was traveling at such a high speed when hit, survivors were spread out over a distance of 300 yards or more.

But the day was not over. The attack continued with at least one or two planes strafing survivors in



USS REID IS HIT

the water. The Corsairs moved in and shot them down.

Some survivors suffered further injury when violent underwater explosions forced oil and water into their body cavities. The explosions were believed to have been caused by depth charges or boilers on the ship as it penetrated deeper water going down.



Final moments for USS REID DD369

went down with the ship. . . . Another survivor with no life jacket and unable to swim jumped into the water and was covered immediately in oil. When he sputtered to the surface, he saw a crate of dehydrated potatoes floating by which saved his life. . . . A wounded survivor slid off the ship and hit his head underwater. Splashing to the surface with his one good arm, he called for help and there came a shipmate to his rescue.

Many shipmates reached out to help others who were struggling or under stress, offering a place to hold on, passing life jackets, holding heads out of the water, helping others into rescue vessels.

LSMs and LCIs were deployed to pick up survivors and bodies. A thorough search continued until nearly 7 in the evening. 152 survivors were reported to be aboard the rescue vessels. A later count increased the number of survivors to 165.

USS Reid DD369 had been in service almost exactly 8 years. Some of those who survived the sinking had served aboard her for nearly all of those years. To some the ship was their real home; a home where they had lived longer than anywhere else.

Official action reports cannot possibly capture the emotional scope of the loss of the their ship. One shipmate wrote, recalling that day, "I was so proud to have served aboard the REID. I once gave away a transfer to remain aboard. . . . So many times I think about that last day. Noone who wasn't there can feel the pride and sorrow like I do." Another said that the ship was the only real home he ever had and would have gladly given his life to save her if he could.

Survivor Wayne Haviland offered these closing words, "The death of a ship under such traumatic circumstances meant the end of many young lives . . . Those two minutes between the first Kamikaze hit and Reid's final plunge constituted the longest two minute period of our lives. . . . Those of us who survived should feel forever grateful for the privilege of pursuing our young hopes and dreams."

There was drama in the water. A man without a life jacket slid into the water and turned to look for help. A sailor pushed a life jacket toward him and asked if he wanted to hold on. He put his hand on the jacket and all his strength came back. . . . Another sailor was swimming aimlessly and tiring fast when he realized he had a rubber life preserver under his arm that he hadn't blown up. . . . One jumped off the bilge keel into the water. When he came to the surface he saw a huge mangled mass of metal coming straight at him. . . . Two men were standing on the side of the ship as it went down. Neither could swim. Others called to them to jump and they would help, but the men refused and



Some survivors on an LSM rescue ship

made my Dad feel awful. We (the American people) owe such a hero as was the engineering officer a great deal of gratitude [as well as] all the men carrying out their jobs in the face of grave danger, doing their best for their comrades and the nation."

LETTERS

Dear Mr. McCornock

It is so very hard for me to write, but I want to thank you for the nice letters you have written to me. This has been a terrible shock as Arthur [Burkett WT3/c] was the very joy of my life. All his life he was so very thoughtful of me and so many times he has written to me telling me to be brave and it wouldn't bother him too much if he went down [with the ship] if he only knew I would take it like a good, brave mother which he knew I was.

Thank you for everything.

Mrs. Mae Smith

Dear Commander McCornock

We appreciate your sincere sympathy on the loss of our son Robert [Harrison WT 2/c.] It was a great shock and wished we could have been spared this news. We heard you over CBS War News. Our wish is that Robert died without knowing what happened to him.

In our sorrow we thank you for your consideration

Sincerely yours,

Mr. & Mrs. John Harrison



Samuel McCornock - family man - 1949



Cmdr. McCornock addresses the crew - 1944

A captain's responsibilities do not end with the sinking of his ship. In addition to the reports and debriefings, there is the very personal interaction with friends and relatives of those who went down with his ship.

As mentioned in the last issue, Duncan McCornock, son of the last skipper of the USS Reid DD369, Cmdr Samuel McCornock, forwarded several letters which he gave permission to be printed here. A couple of the letters (not printed) were from Cmdr. McCornock to his wife indicating a very close and affectionate relationship. They soften the impression of a gruff commander that some may recall.

Duncan writes, "Dad had to send a letter to the next of kin for every casualty - grim job. Answering the letters from the next of kin had to be even harder. As I said, I've cried reading those letters 60 years later and I didn't know the men, go through the ordeal, or feel responsible - I'm sure feeling responsible was a heavy load for my father. . . . After the second plane hit, the engineering officer came up to the bridge. In the best interests of serving the entire crew, Dad had to ask him for a damage report, which necessarily meant going below decks. My Dad never saw him again. That surely

Letters (continued)

Dear Commander McCornock

My daughter was the fiancée of Orvar Hylin [Sea1/c], called Frankie by his friends, who lost his life on your ship. While nothing will bring him back, and she is still considerably broken up, she would be somewhat consoled if she knew just what he was doing, whether he was instantly killed, etc. When his mother and my daughter meet, they are averse to talking about him.

Frankie was a swell kid and I personally feel his loss greatly because he was so fond of my daughter.

It's certainly a miracle that any of you were saved. Frankie never once thought he would go. My daughter received five letters from him the last three days before the accident which made it so hard to believe.

Very truly yours, Helen Back

[The picture of Williford in the letter following is the only picture in our records of the shipmates mentioned in this group of correspondence. The enlistment picture is from December 1941 and a possible match from the November, 1942 ship's party. (Unknown #20)]

Dear Capt. McCornock

I saw in the Chicago Tribune that the destroyer REID was sunk by Jap planes off Leyte on Dec. 11 '44.

Do you know whether a Navy man GM3/c John Williford was rescued or lost his life when the ship went down? The last 2 letters I sent him were returned unclaimed. I would appreciate it as a favor if you could give me any information. I enclose a stamped envelope.

I called him my adopted son and he called me grandma, as this was the best home he ever had. His mother died when he was only 3 and he was shifted around until he was 15 when he came here. You can answer on this sheet if you wish if you have any information.

Very respectfully, Mrs T. Johnson



Dear Commander McCornock

I have received two letters from you - the saddest anyone could read. I don't know what to say, but know that it must have been difficult to write them.

You say if there is anything you can do, to please let you know. I know Oliver [Kusta MM2/c] had some pictures taken last fall. They were to be sent to the ship and as far as I know, they have not been as yet. Would it be possible to trace them? Also, I would like to have the names and addresses of men Oliver knew especially well on board ship. Could you furnish me with this information?

Thanking you for any kindness you have shown my son, I am

Sincerely, Lydia Kusta

My Dear Commander

I am deeply grateful for your letter of sympathy and understanding, and above all, I am happy to know that my son Michael [Addorizzi GM1/c] had won your admiration and that of his shipmates. The loss of my son is a wound that will never be healed. Michael was an obedient and trustworthy son, so you can see my feelings and loss can never leave me. However, I find solace in knowing that my son was well liked by you and also by his shipmates.

Mrs. Pasquale Addorizzi

Dear Commander McCormock

Dave's [Nolte CphM] tragic death has upset all the family's plans - for Dave and his drug store when he got out. He lived to help others and to administer drugs to those in need and suffering. He was such a kind hearted feller [sic]

His brother, sister and I certainly want to thank you for the kindnesses extended to Dave - for he spoke so highly of the crew and our commander. How fair and nice he was to all of us.

Naturally we are all interested in just how Dave went. I am seeking this information mostly for Dave's sister and would appreciate this courtesy be extended to us.

Sincerely yours, Henry Nolte [brother]

Dear Sir

My son Earl Stropes RdM2/c was on your ship when it sank Dec. 11th. I am writing you in the hope you can tell me anything at all about him that may pertain to those last hours. As I understand it he was at a station near "the skipper" and I have desperate hope that you may be able to tell me something that might relieve my anguish in his loss. I received the notice that he was missing on Jan. 2nd and then the notice that there was no hope for his survival on Jan. 23rd. I shall be very grateful if you can tell me anything at all about Earl.

I am a widow with just two boys and my other boy will be 18 in June and graduate from high school. I just wonder if I could buy the campaign bars and stars that Earl was entitled to. If you would let me know what kind, I would like to have them as a keepsake. I don't have any of his belongings to keep in remembrance of him. I know I am only one of the mothers of all the boys on your ship, but if you cannot answer this now, I don't care how long it takes, if you would just answer please.

Mrs Anne Schmick

My Dear Mrs. McCormock

I hope I am not bothering you by writing. My boyfriend was aboard the destroyer REID like your husband. Though Bill [McDonald] was a seaman 1/c and not an officer, I hope that doesn't make any difference.

You see I only knew Bill personally for one night and then he was shipped out on the REID. I have been writing to him for over a year and now all of a sudden the letters are returned unclaimed.

I have tried most everything I know to find out what happened and whether he is all right. I know he has a mother living, but I don't know where. I got your name from a newspaper clipping about the REID. It didn't say anything about casualties and I have no way of finding out, but I've just got to find out. Could you give me any information? I'll be waiting for your reply.

Sincerely, Miss Betty Sue Anderson

Dear Commander McCormock

My future husband was aboard your ship, the USS Reid. His name was Charles Gumm, Watertender third class.

I have received all my letters back that I have written to him. "Chuck" and I were planning on getting married this June, if the ship was in port.

I have gone to the Red Cross, the Navy Chaplains of the 12th Naval District and have even written to Jacobs, Head of the Bureau of Naval Personnel. I have received no help whatsoever from any of them.

Jacobs sent me a postcard telling me "there's a war on" and that they couldn't send me any information. All I wanted was Chuck's mother's address

So please, Commander McCormock, tell me if my Chuck went down with the ship or not and also would you please send his home address to me?

Gratefully yours

Jean Groetzinger

Dear Captain McCormack

I am writing this letter on behalf of my mother and father, M/M George Otroba. They thank you for your sympathy. Mother is crushed by the loss of a son so young, who even today would not have had to be in the service. Joseph [Otroba, Sea 2/c] would not have been 18 years old until March 21, 1945.

What hurts us all is the fact that he was so young and immediately after completing about four and a half weeks of boot training was shipped out. While realizing that our country is at war we all feel that a boy so young who is willing to do his part voluntarily should have a little more training than Joseph received. This is something that we just can't forget and hope that others never experience the same.

Thank you again for your thoughtfulness and sympathy

Sincerely, (Mrs) Mary Timok



USS REID DD21



USS REID DD 292



USS REID DD369 - A brand new destroyer in 1936 - painted white, with lots of portholes

The Beginning

On November 2, 1936, the USS REID was moored alongside FLUSSER at Pier D, Navy Yard, New York, NY. Other ships present were INDIANAPOLIS, NEW ORLEANS and numerous yard craft.

At 1400 the ship was placed in full commission by Rear Admiral Harris Laning, Commandant of the Navy Yard. Commander Robert Carney assumed command. Present at the ceremony were Mrs. Beatrice Reid Power, granddaughter of the late Captain Samuel Chester Reid and several great granddaughters.

The complete roster of the commissioning crew follows.

Lt William Terrell
 Lt Alfred Benz
 LT Joseph Callahan
 Lt (jg) Maxim Firth
 Lt (jg) John Horner
 Lt (jg) Joseph Wylie
 Ens. Morgan Slayton
 Severino Abad
 Cosmo Agonos

Executive Officer
 Gunnery Officer,
 Engineering Officer
 Torpedo Officer
 Commissary Officer
 Communications Officer
 Ass'1 Engineer
 Matt1/c
 Matt1/c

Macario Acero
 William Andrews
 Basilio Arabe
 Dinsmore Atherton
 Harold Axtell
 Leonard Baier
 Andrew Baird
 James Banks
 Charles Barkhurst
 Charles Barks
 Clyde Baxter
 Alvin Becker
 Lorne Besnah
 Ira Bishop
 Thomas Blow
 P. Edward Browne
 Kelsey Browning
 Jim Bryson
 Robert Byrne
 Howard Burchett
 Tony Caliger
 Hugh Caperton
 Otis Carmichael
 Wilbur Carter
 Henry Christensen

Matt2/c
 Sea2/c
 OS2/c
 QM2/c
 Sea1/c
 Sea 1/c
 RM2/c
 F1/c
 GM2/c
 Sea1/c
 CRM
 F2/c
 CBM
 GM1/c
 Sea2/c
 Sea1/c
 MM2/c
 F1/c
 Sea 2/c
 SM1/c
 QM2/c
 Sea1/c
 SK1/c
 Y3/c
 MM1/c

| | | | | | |
|--------------------|----------|---------------------|---------|--------------------|---------|
| Raymond Clotfelter | Bmkr1/c | John Hickox | F1/c | William McNeill | CMM |
| Paul Connolly | TM2/c | Diego Hijastro | Matt2/c | Raymond Millikan | WT2/c |
| William Cook | AS | Herbert Hite | CM2/c | William Mills | CMM |
| Harold Coons | GM1/c | Alvin Horstmyer | AS | Clifford Morgan | Sea1/c |
| Edward Coughlin | F1/c | Luis Horvath | MM2/c | Clyde Mooney | Cox |
| Robert Crocker | Sea1/c | Clarence Huisman | AS | Donald Mullins | Sea2/c |
| Arthur Curtiss | RM1/c | C.B. Huthinson | SC2/c | Freeman Myers | F1/c |
| Lloyd Custis | TM3/c | Donald Hynard | AS | Ceslaws Parada | AS |
| Harrison Deforge | AS | Wilmer Jones | RM1/c | Barnes Parker | Sea1/c |
| Albin Dennison | WT2/c | Joseph Kalinowski | AS | Archie Peloquin | MM2/c |
| Leonard De Vito | AS | Sidney Kanefsky | Sea2/c | Arthur Perkett | AS |
| Henry Dieudonne | Bsmth1/c | Edmund Kawecki | AS | Floyd Pierce | Sea1/c |
| Frank Dobnikar | FC3/c | Arthur Keiselbach | Sea2/c | George Pjura | Sea2/c |
| Albert Dorsey | CWT | Daniel Kelly | AS | Edward Poliszuk | BM2/c |
| Joseph Driscoll | F2/c | Christopher Kempf | AS | Leo Pollard | TM2/c |
| Adelard Dufour | WT2/c | William Kettlewell | Sea2/c | Tom Potts | Bmkr1/c |
| Keith Duncan | CMM | William King | MM1/c | Joseph Provencal | MM1/c |
| John Durichek | CY | Michael Komar | AS | Walter Pulaski | Sea 2/c |
| Ernest Duva | TM3/c | T. John Korhonen | Sea1/c | Ernest Pullen | SC2/c |
| Arthur Eastman | F1/c | Frank Kozel | AS | George Raiche | Sea1/c |
| William Englehart | AS | Alexander Kreiglowa | AS | Eibert Reece | F1/c |
| James Fair | F1/c | John Krupens | EM3/c | Leon Register | MM2/c |
| Wallace Fite | GM2/c | William Lambert | AS | Charles Reidel | EM1/c |
| Donald French | AS | Charles Lewis | AS | Acie Rhoads | F1/c |
| Wilburn Friedman | TM2/c | George Lillis | EM1/c | Otto Rothlander | Cox |
| Alfred Gallant | AS | Adolph Luockanen | SF2/c | Richard Rowley | MM2/c |
| Admiral Gentry | Sea1/c | George Lynch | MM2/c | Harvey Ruth | F1/c |
| Richard Gerdes | CTM | Philip MacDonald | MM2/c | Axel Sandahl | MM2/c |
| Walter Getz | AS | Donald Mackey | EM2/c | Frank Sargent | F1/c |
| Raymond Giunta | AS | William Malbeck | WT2/c | Erich Schrader | CWT |
| Gerald Graham | GM 3/c | Tony Marincic | EM2/c | Robert Scipioni | AS |
| William Graham | CphM | Roscoe Markham | SM3/c | Stanley Scislowsky | AS |
| William Grubbs | Sea1/c | Murray Martz | AS | George Seitz | AS |
| Joseph Guarniero | AS | Mario Massa | AS | Leo Seney | CQM |
| Charles Hall | FC1/c | Carmelo Mazzio | EM2/c | Charles Shaw | TM1/c |
| Athel Hendon | Sea 2/c | William McAdams | F1/c | Raymond Sheehan | CEM |
| Duane Hickman | MM2/c | Carl McCurdy | Cox | Casper Singlaub | MM1/c |
| | | | | Edwin Smith | AS |
| | | | | Robert Smith | Sea 1/c |
| | | | | Thomas Smith | GM2/c |
| | | | | Robert Sneed | Sea1/c |
| | | | | John Snyder | AS |
| | | | | Louis Sutliff | F1/c |
| | | | | Sebastian Tarallo | AS |
| | | | | Clifford Thompson | F1/c |
| | | | | George Thompson | FC1/c |
| | | | | Raymond Tice | Sea2/c |
| | | | | Robert Tobin | FC3/c |
| | | | | Fred Tweedy | F1/c |
| | | | | James Van Trees | WT2/c |
| | | | | Arthur Bendetti | TM1/c |
| | | | | Adolph Viegelmann | MM2/c |
| | | | | Karl Voelkl | AS |
| | | | | Raymond Waggoner | Sea1/c |
| | | | | John Walsh | AS |
| | | | | Laurence Walters | Sea1/c |
| | | | | Merle Walton | AS |
| | | | | Ralph Whittington | GM3/c |
| | | | | Joseph Williams | Sea1/c |
| | | | | Theodore Zimmerman | TM3/c |



Five members of the commissioning crew are still with us on the mailing list: Tom Blow, Ray Giunta, Alex Kreiglowa, Mack Massa and Stan Scislowski.

News of Shipmates & Their Ladies

Bud Kautz

McHenry, IL

Alphonse Kiszewski

[Shipmate Bud Kautz is the editor of a reunion group newsletter for another ship, USS Lowndes, he served on after leaving Reid.]

Since our [Lowndes] first reunion in 1989, we are the only ones who have not missed any. That [first reunion] was when someone said how are we going to keep in touch for future reunions. Yep, you guessed it, I opened my big mouth and you know what happened. To be honest tho, not being able to play golf, do my wood work, compete in photo exhibitions and just generally, I honestly believe I'd go crazy if I couldn't perform the task of editor of the newsletter. I'm sure you know the feeling of accomplishing something late in life.

[Bud also sent in an old file on Viegelmann. See next page.]



Bud Kautz - 2001

[Todd Ritter writes,] My uncle, Alphonse Kiszewski, passed away on Saturday, June 28, 2008. He was born July 11, 1917 and joined the U.S. Navy in 1937. He joined the crew of the U.S.S. West Virginia in 1938.

His four year hitch was up and he was preparing to leave the ship on December 8, 1941. On December 7, 1941 he was sleeping on board when she was attacked and he had to swim through the burning fuel in the water to safety.

On December 10, 1941 he transferred to the U.S.S Reid and on May 20, 1942 he transferred to the U.S.S. Indiana

Anna Bozowski (Finn Askildsen's friend)
Helper, UT

Received the newsletter today. Thank you so much. I'm still passing it on to Finn's friends Dot & Carl Radsick, both in their 91's. I call them every Sunday afternoon. I have moved to Utah where my new address is 68 Locust St., Helper, UT 84526.

Dee Barber (John) Oakland, CA

It is so sad to hear of the loss of another shipmate or of their wife. It is part of the cycle and we are fortunate to be here this long. I am still traveling but do not know for how much longer. It would be great to see everyone again but maybe we should try to include younger generations as much as possible.

Yesterday, July 5th, my family met in Oakland to celebrate my 91st birthday. We were teary eyed to be together even for a short time but very happy. I miss John so much. He has been gone for 17 years My friend, Sol Rubin, will be 95 July 19th, so his family will celebrate then.



**Dee Barber & Sol Rubin at New Orleans reunion-2007
Hale and hearty in their 90s**

Adolph (Abe) Viegelmann

San Jose, CA

Bud Kautz writes, "In attempting to clean up the "computer" room (which Jean will not step foot into until I get rid of a lot of meaningless stuff), I came across a package from Abe Viegelmann that contains items that I feel would be more appropriate if you had them. It's pretty old, but I know I took care of his requests at the time.



**Abe Viegelmann
- 1938**

"I admire him for his accomplishments while in the Navy. I remember at a reunion he made it a point to inform Jean and me that he dropped out of school at a very early age but

was proud of how far up the ladder he went. Really couldn't blame him one bit. It was great meeting him for the first time."

Bud Kautz passed along to me a couple of pictures and notes he had on file from Abe Viegelmann. (He and Abe were kindred spirits, both having served as machinist mates on the REID.)

On the back of this picture, taken at the Navy Memorial in Washington, Abe had written, "I sat by a quote by my favorite admiral, Chester Nimitz, who in 1946 set up the LDO Corps. To this day 5% of all officers are Mustangs. Thanks to him, in 30 years I turned 3 white stripes into 3 gold stripes."

In one of his notes, Abe asked about Bud's wartime duty and mentioned, "I saw very little action, except for occupying Iceland four months before P.H. as Optical & Aviation Division Officer aboard our newest and finest repair ship USS

VULCAN AR-5. My three brothers did all the fighting for the Viegelmann family and I was the lucky one with so much repair duty during the war. I lost my older brother Otto (CMM) who was aboard the PENSALCOLA whose engine room took a



**Abe Viegelmann in
the 1990s**

torpedo the night of November 30, 1942 in the battle of Tassafarango."

In another note, Abe recalled a "thrilling refresher trip" from San Francisco to San Diego in October, 1984 aboard the USS REID FFG30 at the invitation of Capt. Barnett.

Abe Viegelmann joined the Navy in 1930 at the age of 17, was a plank owner on the DD369 and transferred in 1938 as a warrant officer. He retired as a Commander in 1960 and went to work at the Lawrence Berkeley Laboratory. He passed away in 2004.

Cal Sims

South Hutchinson, KS

Cal passed away last May and the Reunion Group sent a donation to his church. His family sent this thank you note.

To all the USS Reid crew

Thank you from the bottom of our hearts for the gift in dad's name to his church. That was a wonderful gesture, one I know he would have appreciated.

It's really hard to believe that he isn't around this planet anymore. You live so long, people just begin to think you'll be here forever - and I believe that he is still here - just not on the physical plane.

You all were such a big part of his life, and he did look forward to the Reid reunions. . .

At the funeral services and later, much was mentioned about dad's being such a handyman and someone who could make anything work. . . and he was very generous, liked to have a good time, respected women and loved my mom forever. . .

I'm very glad you all were part of his life and of his memories. Happy journeys to you all.

Michael & Cadie Sims, Marcia Gaines, Steve & Marilyn Fishel.



Cal Sims 1938



Cal Sims 1999

This AND That

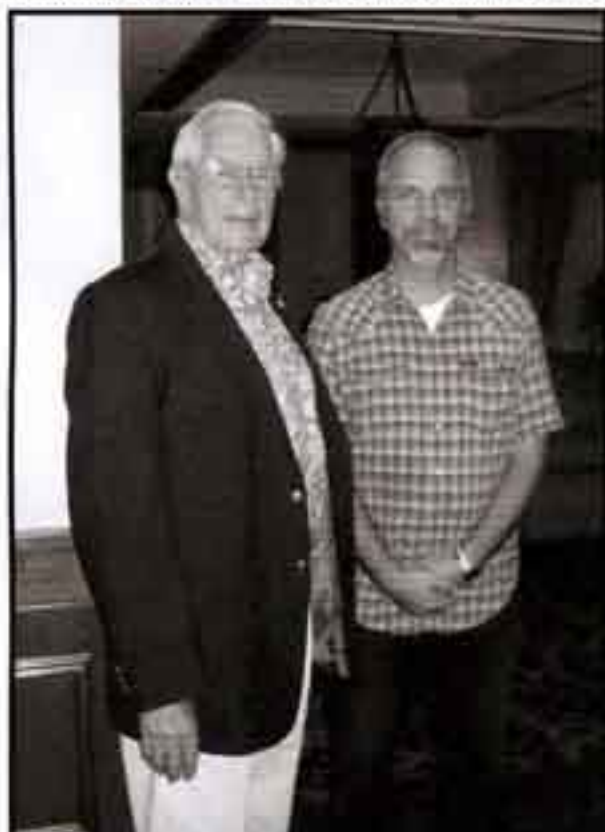
Sorry about the last issue not being printed well. I am working with another printer this issue.

About **REUNION** Noone has come forward to set up another get together or reunion. The one last year in New Orleans was great. Even so, there were only 8 shipmates who came. The same 8 might come to another. If anyone will volunteer to organize one, late winter is still an option, or perhaps next fall.

A Serious Proposal

Your editor was in James Wilson's home territory recently to attend a family funeral. Our conversation brought up a suggestion that Wilson had made some time ago concerning the long term maintenance of the USS REID website.

Most of those to whom this newsletter is mailed may have never opened this website, may not have a computer at all. I assure you that this website is an outstanding memorial for the REID and all of the men



Editor Len Gardner and Webmaster James Wilson meet in Massachusetts

who ever served on her.

If it is kept active on the internet, there is no reason it should not remain a resource - actually a primary source of personal accounts, stories and pictures - for future generations to learn something about their ancestors and the proud ship we served on.

However, time for us as shipmates is running short. Even our webmaster Wilson is mortal.

James Wilson will continue to update and improve the site as long as he is able. But annual fees must be paid to keep the site active on the internet.

Wilson estimates that it takes about \$50 per year currently to keep the site up. So, allowing for costs to increase over time, \$1000 to \$2000 set up as an endowment should provide an adequate income to cover the cost. Wilson has offered to set up such an account with his lawyer so that the website can be maintained in perpetuity.

PROPOSAL

I propose that the Reunion Group authorize the expenditure of \$1000 from the Group's treasury to set up the endowment, accepting the offer by Webmaster James Wilson.

If we can get the endowment set up, we may get some donations to boost the amount to a safer long term level.

Please contact me with your vote or comments by email lfgardner@hotmail.com, by snail mail at 3 Cove Circle, Palmyra, VA 22963 or by telephone or FAX at 434-589-3074.

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