

WHAT'S NEW

Volume 5 Issue 4

January 2004

OFFICIAL NEWSLETTER OF USS NEW DD/DDE 818



Points of Interest

- *Important news from your new coordinator is in the cover story.*
- *Nine newly located crewmen are found in WELCOME MAT on page two.*
- *MAIL CALL, beginning on page three, has two more stories of the adventures getting to the postponed Norfolk reunion.*
- *Pictures of men with fruit! See if you recognize anyone from the pictures on page four.*
- *An important announcement about the way the newsletter will be sent in the future is on page five. Be sure to read carefully.*

MESSAGE FROM RICK PALMER, NEW COORDINATOR

To All Members of the USS New Association,

I have been asked to take over the helm from Dennis Butler and assume the duties for the reunion association. Dennis has done a fine job since he took over and the association has grown to over 500 members. Rich Bashlor will be helping me with this also on an equal basis. USS New Reunion Association collects no dues, but does need donations to keep up the newsletter and the excellent service the ML&RS does for us. Any questions can be

sent to myself or Rich Bashlor.

Thank you all and I hope I can keep this on a straight course as Dennis did.

There are a few new items available in the ship's store for anyone interested. We now have caps for senior officer with scrambled eggs on them. Both the DDE version and the FRAM version are available.

Ball caps for the lady in your life. USS New ship's caps with Soulmate under the name. This is for DD and DDE combined.

Three new patches

have been added. One for Shellbacks, one for Des-Ron 22 which was the squadron after FRAM, and a new DDE patch with the ship's wheel design. Bill Kaye, who was a Lt and supply officer before New went into the yards, during and when it came out, sent me a sample of the DDE ship's wheel patch. Thanks to him we now stock it. These patches are a little smaller than the originals. The cost to make them as big as that would be prohibitive. These are a good size and do take up enough room on a jacket

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or display case. The standard patch size is 4 inch and the shellback patch is 4 1/4 wide and 5 1/2 tall. Due to an error in ordering on my part, we have two sizes in the DesRon 22 patch. Three inch and four inch. I have not updated the website to include this yet, but as soon as I can, I will. Three inch will be priced at \$4.00.

All other items are still available, and in the future we may have Zippo Lighters too. An order is a bit expensive and since New has two versions to do that will be even more expensive to do. Zippo has been real slow in answering, but they do answer. I guess I'll have to light a bogger fire under their butts now.

Note: No monies for either the website or the ship store come from association funds. As long as I am able, I will continue to pay for and maintain the website until the time I would have to turn it over to someone else. Hopefully that will be a long time yet. I make no profit from the ship store sales and money from those sales help fund the association. Every time you buy something, you help me get my money back and add the rest to the association. This is not for any profit on my part.

Items in the ship store now include the following:

DesRon 22 Patch
DesRon 36 Patch
DesRon 8 Patch
DDE Ship's Wheel Patch
DDE Tiger/Hedge Hog Patch
DD 818 Ship's Wheel Patch
Tonkin Gulf Yacht Club Patch
Shellback Patch
Coffee Mugs
Ball Caps:

- Plain bill and senior officer with scrambled eggs for DDE
- Plain and Senior officer for DD FRAM
- Soulmate ball caps for ladies with DD/DDE combined on one ball cap

Contact me by mail or e-mail or phone.
Rick Palmer
2545 Housley Rd
Annapolis, MD 21401
USSNewDD818@aol.com
Phone: 410-266-6353



WELCOME MAT

The following shipmates have been located since the last newsletter was published. Welcome aboard! We hope to see you at the next reunion and hope you will become an active participant in the USS NEW association.

Harry De Plancha
865 Beach Buggy Ln
Linden, MI 48451

Alva McLean (1947-51)
Rt. 2 Box 329
Belington, WV 26250

Robert Nofsinger (1947-56)
275 Southeast St
Keyser, WV 26726

Alfred Davis (196-68) STG2 AS Div
5117 Union Ave
Santa Maria, CA 93454
805-934-2980
adavis4696@aol.com

E. F. Haley (1963-67)
4918 Arbor Oaks Blvd
New Port Riche, FL 34653
727-372-1223

Robert Studabaker
58473 W Greenfield Ct
Three Rivers, MI 49093

Terry Vienot
132 Windham Rd
Derry, NH 03038

Victor Martinzez
8427 Oakpost
San Antonio, TX 78251
210-674-5261

Ed Smith (1962-63) FTGSN
4405 San Carlos St
Tampa, FL 33629
813-251-8174



TAPS

The following deaths have been learned of since the last issue of What's New. The entire crew sends our sympathy to the family and friends of the deceased. If you learn of the death of a former crewmember, please inform ML&RS so he can be included in TAPS and also in the Memorial Service at the next reunion.

Fred Williams (BM 3)
Died May 17, 2003

James Rabold (1946-47) TM3
Date of death not known

Daniel Sapp (1958-62) GMG 3
Date of death not known

NEWSLETTER CONTRIBUTIONS NEEDED

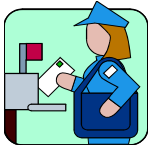
The What's New newsletter depends on your voluntary contributions for its publication. Depending on the number of pages and the amount of hours spent on its publication, each issue costs approximately \$350.00. This newsletter was sent to 432 members, so that comes to less than \$1.00 per member per issue or \$4.00 per year—if everyone contributes. Many organizations charge dues and send their newsletter only to those who have paid them. The New would like to remain totally voluntary, but must have your support. Please send contributions to ML&RS at our address on page 7.

FINANCIAL STATEMENT

Funds received at ML&RS since 10/03—
\$363.00

Funds used for this issue — **\$326.59**
Balance for 03/04 issue — **\$36.41**

Thank you to the following people who contributed to this issue: Euvhon Reeves, James Snyder, Paul Small, Richard St. John, John Richard, Gary Palmer, Sidney Smith, Russell Shingleton, Richard Mosley, Harry Stackhouse and Rick Palmer.



MAIL CALL

Editor's Note: Here are two more stories which we requested from anyone who attempted to attend the Norfolk reunion during Hurricane Isabel.

Well, I left Franklin, KY, about 9 am Thursday morning, Sept. 18th. It was a pretty day and nice weather. I drove to Wytheville, VA, and stopped to get gas. It was cloudy and turning quiet a bit cooler. I left Wytheville and before I got to Stauton, VA, I drove into heavy rain and the wind was blowing extremely hard. So hard I could barely keep my car on the road. I started looking for a motel, but I was having trouble finding one with a vacancy. I finally stopped at a Hampton Inn and they knew of a Motel 6 that had a vacancy. So they called and set it up for me to get a room there. My wife and I hadn't eaten all day. We checked into the Motel 6, and 15 minutes later the power went out. So we went to bed without eating. The next morning (Friday) out on I-64 going toward Norfolk, we finally found a Shoney's with power so we got our coffee and breakfast. From there to Norfolk there was no power anywhere and trees were lying on the roads everywhere. We arrived in Norfolk about 11:30 am and the Airport Hilton was nice enough to give us a room at reunion prices. I got to meet several guys that served on the New, but a few years before my time onboard. Although disappointed, I still enjoyed my time there. I am still looking forward to March.

Sincerely,
David Burchett

Dear Dina,

In regards to our conversation of Sept. 30, 2003 of the Navy Reunion scheduled Sept. 18, 19, 20 & 21,

2003 in Norfolk, VA; here are our schedule of events

Sept. 18, 2003

4:30 am—left Ambridge, PA in rain and darkness. Five miles from home, air conditioner in our car quit working.

6:30 am—got off Breezewood Exit PA Turnpike to come into 70 South; hit a fog bank which slowed us down.

10:30 am—stopped for lunch/breakfast in Winchester, VA. Day was beautiful with sun and brightness.

12:00 pm—approximately 30 miles from Hampton Roads Tunnel on Rt. 64, traffic was at a stand-still. Needless to say, it took approximately 3 hours late to go 30 miles on Rt 64 to get to the hotel.

3:15 pm (approximately)—we hit the hotel to find out from other Navy New crewman that the reunion was canceled.

Stayed to talk to a few men and left the hotel and headed north to find a hotel, gas and food.

Got to Richmond, VA to find no available hotel rooms, no gas, but found a Waffle House open only to sell hamburgers on white bread with hash browns. The hamburger honestly tasted like steak.

Left there on our search again for gasoline and someplace to lay our heads.

Every hotel was booked. No red lights working or anyone on the streets.

Kept driving until we hit Daswell, VA, where we finally found a gas station. Waited about 1 hour in line to get gas (\$1.65 a gallon).

Kept driving until we got into Winchester, VA to find a Super 8 Hotel with one available room left (no smoking). By this time it was 11:30 pm and it sure felt good to finally lie down and relax.

Got up the next morning and headed west over the mountains to Rt. 50 and spent 3 beautiful days in WV with relatives.

In spite of all that happened, the remaining week was fun and enjoy-

able.

In closing, if we would have stayed in Norfolk, we could have had for dinner hot dogs, hamburger and beans for \$10.75.

Sincerely,
Russell Shingleton
Marilyn Brown

P.S. Looking forward to doing this again in March 2004.

What's New,

I came on board as the New returned from its Solant Amity cruise and left before it went to the Med, so I missed two great deployments. That said, I enjoyed my tour on board, especially under "Reddy"—Captain Cobb. He had a PhD in Nuclear Physics and had been in one of Adm. Rickover's programs. He came to the New to get his first tour of command at sea and was stated to go on to one of the then new nuclear surface ships. I lost track of him when I left the service in 1964.

Some tidbits: When I came on board it appears that someone at BuPers had a sense of humor as at least 6 of the 14 officers on board were named "Smith."

My Chief Storekeeper was named Canaday, and my 1st Class was named Ruhl. Chief Ships Serviceman was Hall.

I was transferred off the New the day Kennedy was assassinated—obviously a day I won't forget. When my then finance, now wife, and I heard about it, I called the ship to find out what if anything I should do, only to be told that she had sortied, as had most of the Land Fleet.

William (Bill) Kaye
31 Rose Lane
East Rockaway, NY 11518

Shipmates,

This morning was a beautiful Saturday November morning in

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Olde Maryland when I went down to the gas station for a couple cans of gas to feed one or two of my project old cars in the back. I seldom use this particular station, but it was closed and I needed gas as the car I was test driving was low too. I don't know how, but somehow they knew I was coming. After getting the gas, I walked into the store to pay and there at the entrance was the case full of fresh Krispy Kreme doughnuts. WOW, they knew I was coming in this morning and put it right where I would bump into. When I got home I took a doughnut from the bag and sat back with a cup of coffee and remembered my days on the New standing quarterdeck messenger watches on the 4 to 8 AM watch. To me, the 4 to 8 was the worst watch because your day started at 3:30 AM and sometimes seemed to never end. Make for a long day. The one thing that made that watch worth it though, was the Krispy Kreme doughnuts. Between 4:30 and 5 AM the delivery truck usually made its appearance and if you were lucky, your ship would be on the list before the cooks were out of the rack and in the galley. On occasion when I could manage it, (and I wasn't the only one) I would deliver the boxes from the quarterdeck to the galley. Cooks were still cleaning the sleep from their eyes and took

them in. Of course when I could I would reroute a box or two to CIC. Yep, nothing like a good Krispy Kreme honey dipped doughnut and a good cup of coffee to start the day. No one questioned where they came from since they didn't last very long anyway. Funny how the memory works.

Rick Palmer

Shipmates,

I am happy to announce that thru the website I have heard from and been in contact with the family of FTC Carlos Studabaker. Those of us who were on in mid sixties and knew him have remembered him with a great respect. Especially those who worked for him. His son Robert Studabaker will be joining the association and plans to attend reunions whenever possible, maybe the makeup one in March.

Below is a message Mrs. Studabaker left in the website guest book:

"My husband, FTC Carlos Gale Studabaker, served aboard the USS New. I wish to thank everyone for this site on the internet and if anyone out there that served with my husband, e-mail me and also if anyone has photos of my husband, I would greatly appreciate you contacting me by my daughter's e-mail and I wish to make copies of the photos. Bless

you all."

*Mrs. Carlos Gale Studabaker.
Sulu_2000@voyager.net*

Rick Palmer

Dear ML&RS and Lloyd McClintock,
I was recently going through some old family pictures when I ran across two photos of 7 sailors in sonar work space aboard the USS NEW with fruit!

Bells rang and I quickly went to Volume 5 Issue 1 of "What's New" March 2003. Sure enough, page 4, there is Lloyd McC's description of an incident just like the group picture! It has to be the same.

I'm sending the snapshots directly to you, Lloyd. Perhaps you can identify the people and then pass them on to ML&RS for publication and hope that someone will recognize others in the group.

Please ask ML&RS to return them to me.

Thanks for bringing back some fond memories! Which one are you? (At age 80 memory does not serve!)

Yours truly,
John Sidey
1852 Shepherd Cir SW
Atlanta, GA 30311-5102

See pictures at bottom.



*Clockwise from left: ?, Brophy, Llyod McClinton,
Paul Deason, John Teal, Bergeron*



*Clockwise starting at top left: ?, Jim Smith,
Bergeron, Paul Deason, Brophy, John Wacc,
Turner, John Teal*

MAIL CALL CONT.

Dear Karen,

By now you have received the photos of the New sonar gang lunching while in port at Kingston, Jamaica.

Happily, Lloyd McClinton was able to put names to most of them!

The people named are: STROUD, SMITH, TURNER, JOHN BROPHY, JOHN TEAL, JOHN WACC, BERGERON, LEFTY CHAPAN, STACEY, PAUL DEASON and of course MCCLINTON.

To have memory triggered like that, after over 50 years has been a unique experience (and pleasant!).

Lloyd has asked me to send in a picture of me to put a face on all this story. (See picture below.)

I am also mentioning some names of other junior officers. I remember, just in case some one will recognize them:

1. E. U. Buckman
2. C. L. Andrews

Thanks for your role in bringing us and our memories together.

Yours truly,
John Sidey



*John Sidey on right, early 50s-
Instruction Fleet Sonar School,
Key West, FL*

IMPORTANT NEW NEWSLETTER POLICY

Approximately 18 months ago, we began providing a link to your newsletter on line from our web site so that those who could, would be able to download it at their convenience. Our original intent was to reduce the number of copies mailed through the USPS, therefore reducing the ever-increasing cost for postage, printing, labor, etc. In theory, it worked great. We have had a number of positive comments regarding this matter. It did in fact reduce the number of pieces of mail we sent out for newsletters. However, there turned out to be a flip side to this issue. Voluntary contributions supporting the newsletter decreased drastically.

The WHAT'S NEW is designed to be a source of information for the entire membership—supported by your contributions. It is not intended to be, nor is it, a “money-making” venture for ML&RS, Inc. It has come to the point that we can no longer continue to lose money in this area. Effective immediately, the following procedures will apply:

- **The WHAT'S NEW will no longer be posted on the internet.**
- If sufficient funds are not available, no newsletter will be composed. Your Reunion Chairman will be notified so he can take whatever action he deems necessary.
- **Beginning with the next issue, everyone with an e-mail address on file will be sent the newsletter as an e-mail attachment instead of through the USPS. In the event that you cannot download a file attachment, please notify the newsletter editor at mlrsnewsletters@aol.com so your entry on the NEW database can be changed back to Postal Mail.**

You will then receive that issue as well as future issues through the USPS.

- The newsletter's financial statement appears in every issue. Please check this each time, and if the funds are getting low, consider making a contribution to support the newsletter!

ML&RS, Inc

HOW TO SIMULATE BEING A SAILOR

1. Buy a steel dumpster, paint it gray inside and out, and live in it for six months.
2. Run all the pipes and wires in your house exposed on the walls.
3. Repaint you entire house every month.
4. Renovate your bathroom. Build a wall across the middle of he bathtub and move the shower head to chest level. When you take showers, make sure you turn off the water while you soap down.
5. Put lube oil in your humidifier and set it on high.
6. Once a week, blow compressed air up your chimney, making sure the wind carries the soot onto your neighbor's house. Ignore his complaints.
7. Raise the thresholds and lower the headers of your front and back doors so that you either trip or bang your head every time you pass through them.
8. Once a month, take all major appliances apart and then reassemble them.
9. Disassemble and inspect your lawn mower every week.
10. On Mondays, Wednesdays and Fridays, turn your water heater temperature up to 200 degrees. On Tuesdays and Thursdays, turn the water heater off. On Saturdays and Sundays tell your family they used too much water during the week, so no bathing will be allowed.
11. Raise your bed to within 6

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inches of the ceiling, so you can't turn over without getting out and then getting back in.

12. Sleep on the shelf in your closet. Replace the closet door with a curtain. Have your spouse whip open the curtain about 3 hours after you go to sleep, shine a flashlight in your eyes, and say, "Sorry, wrong rack."

13. Make your family qualify to operate each appliance in your house-dishwasher operator, blender technician, etc.

14. Have your neighbor come over each day at 5 am, blow a whistle so loud Helen Keller could hear it, and shout, "Reveille!"

15. Have your mother-in-law write down everything she's going to do the following day, then have her make you stand in your backyard at 6 am while she reads it to you.

16. Submit a request chit to your father-in-law requesting permission to leave your house before 3 pm.

17. Empty all the garbage bins in your house and sweep the driveway three times a day, whether it needs it or not.

18. Have your neighbor collect all your mail for a month, read your magazines, and randomly lose every 5th item before delivering it to you.

19. Watch no TV except for movies played in the middle of the night. Have your family vote on which movie to watch, then show a different one.

20. When your children are in bed, run into their room with a megaphone shouting that your home is under attack and ordering them to their battle stations.

21. Make your family menu ahead of time without consulting the pantry or refrigerator.

22. Post a menu on the kitchen door informing your family that they are having steak for dinner. Then make them wait in line for an hour. When they finally get to the kitchen, tell them you are out of steak, but they can have dried ham or hot dogs. Repeat daily until they ignore the menu and just ask for hot dogs.

23. Bake a cake. Prop up one side of the pan so the cake bakes unevenly. Spread icing real thick to level it off.

24. Get up every night around midnight and have a peanut butter and jelly sandwich on stale bread.

25. Set your alarm clock to go off at random during the night. At the alarm, jump up and dress as fast as you can, making sure to button your top shirt button and tuck your pants into your socks. Run out into the backyard and uncoil the garden hose.

26. Every week or so, throw your cat or dog in the pool and shout, "Man overboard port side!" Rate your family members on how fast they respond.

27. Put the headphones from your stereo on your head, but don't plug them in. Hang a paper cup around your neck on a string. Stand in front of the stove, and speak into the paper cup, "Stove manned and ready." After an hour or so, speak into the cup again, "Stove secured." Roll up the headphones and paper cup and stow them in a shoebox.

28. Place a podium at the end of your driveway. Have your family stand watches at the podium, rotating at 4 hour intervals. This is best done when the weather is worst. January is a good time.

29. When there is a thunderstorm in your area, get a wobbly rocking chair, sit in it and rock as hard as you can until you become nauseous. Make sure to have a supply of stale crackers in your shirt pocket.

30. For former engineers: bring your lawn mower into the living room, and run it all day long.

31. Make coffee using eighteen scoops of budget priced coffee grounds per pot, and allow the pot to simmer for 5 hours before drinking.

32. Have someone under the age of ten give you a haircut with sheep shears.

33. Sew the back pockets of your jeans on the front.

34. Every couple of weeks, dress up in your best clothes and go to the scummiest part of town. Find the most run down, trashiest bar, and

drink beer until you are hammered. Then walk all the way home.

35. Lock yourself and your family in the house for six weeks. Tell them that at the end of the 6th week you are going to take them to Disney World for "liberty." At the end of the 6th week, inform them the trip to Disney World has been canceled because they need to get ready for inspection, and it will be another week before they can leave the house.

THE MIDWAY CARRIER MUSEUM

Submitted by Rick Palmer

USS Midway CV 41 will be open for tours in San Diego in spring of this year. Any one on the West Coast can go visit her and we may have a future reunion on the West Coast also. Midway is the same age as New. Members of Tin Can Sailors are usually allowed on free or with reduced entrance fees depending on the museum. Field day volunteers have the run of the ships. This should be a great attraction in future years with addition of aircraft.

Cost: About \$8 million for relocation, pier improvements and refurbishment.

Admission: About \$10.50, with discounts for military and children.

Expected opening: Spring.

Years in planning: 12

Features: Carrier aircraft displayed on deck, below-deck theater, interactive exhibits and tours.

Size: Largest of five carrier museums in the United States. The other museums are the Intrepid in New York City; the Yorktown in Mount Pleasant, SC; the Lexington in Corpus Christi, TX; and the Hornet in Alameda.

History: Launched March 20, 1945. It served three combat tours in Vietnam and sent warplanes over Iraq in 1991 during Persian Gulf War. Decommissioned in Coronado in 1992.

Firsts: Jet takeoff from a carrier; missile launch; a captured German V-2 rocket from its deck in 1947.

Sources: San Diego Aircraft Carrier Museums; Associated Press.

STATEMENT OF PUBLICATION

The WHAT'S NEW is the official publication of the USS NEW DD/DDE-818 Association. From now on it will be published quarterly in March, June, September, and December, *subject to receiving sufficient funding*. The Newsletter is funded by voluntary contributions from the membership. All members are encouraged to support the voice of the USS NEW. A financial statement appears in each issue of the newsletter.

The newsletter is intended to be a vehicle for the members to express opinions, make suggestions, and especially share experiences.

Unless otherwise stated, the views and opinions printed in the newsletter are those of the article's writer, and do not necessarily represent the opinion of the Association leadership or the Editor of the Newsletter.

All letters and stories submitted will be considered for publication, except unsigned letters will not be published. Letters requesting the writer's name be withheld will be honored, but published on a space available basis. Signed letters with no restrictions will be given priority.

Letters demeaning to another shipmate will not be printed; letters espousing a political position will not be printed.

Military Locator & Reunion Service, Inc. is not responsible for the accuracy of articles submitted for publication. It would be impossible to check each story. Therefore, we rely on the submitter to research each article.

The editor reserves the right to edit letters to conform to space limitations.

You are encouraged to actively participate in the newsletter family by submitting your stories and suggestions.

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Our Reunions Work So You Don't Have To!

OUR VIEW

Larry H Eckard, President, ML & RS, Inc

We truly appreciate the support and loyalty the members of the USS NEW have shown to Brenda and me and the staff of ML & RS, Inc. We intend to keep providing you with the first class service that you deserve and expect at reasonable prices and hopefully maintain your loyalty and support.

Ten years ago or less, we were in a so-called "buyer's market". Hotels competed for our business by offering excellent rates and amenities, but by the late 90's, this was changing. Hotels still competed for our business, but almost as if by collusion, the rates began to creep up. Even though we still were able to get bargain rates compared to "rack rates" or individual planners, the rates were (and remain) higher. With the downturn in the economy, everyone thought that we'd see the market swing back to where it had been in the early to mid 90's. Not so. Surprisingly the hotels did not buy into that theory. At the risk of losing business, rates were kept high, and that is where we are today. There are still some good rates out there (compared to today's average prices) but they are becoming harder to find, and certainly will not be found in major cities, especially in downtown hotels. Food prices have increased, but not to the extent that room rates have.

All you have to do is drive by the gas pump or look at your gas credit card and you'll see how fuel prices have increased. It's easy to see why tour costs have risen significantly.

With that brief background, this would be a good time to review exactly how using our services benefit your organization. Once you fully understand just what is included in your reunion price, you'll find it is actually a bargain. Just to refresh your memory:

- We started, and are continuing to this day, assisting you in locating members of your ship, unit, organization, etc.

- We place reunion announcements (using the reunion coordinator's name as contact person) in over 400 newspapers throughout the country and forty veterans publications. Dozens of your members have been found this way.
- For those who want us to, we maintain your database. Even though a member of the group may duplicate our efforts (and there is no real reason for someone to do this), we have the most up-to-date roster of members.
- We subscribe to a postal service that tracks change of addresses provided the member leaves a forwarding address with the post office. That is not a free service; it costs \$.70 per change of address.
- We also subscribe to a label printing service, updated quarterly by the postal service, that automatically corrects address, adds the last four digits of the zip code, and prints the bar code which is required for discounted postage rates.
- The two subscriptions referred to above allows us to maintain a postal permit for "automation" which lowers the postage from \$.37 to \$.219.
- Once the city has been selected, we take it from there. Our experienced negotiators get the best possible prices, rates that you as an individual planner cannot get.
- We know how to negotiate, what to ask for, and just as important, what not to ask for.
- We get lower rates by not accepting or giving anything complimentary to anyone, so everyone pays the same price.
- We get lower rates by re-

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servicing a block of rooms on your behalf instead of each individual calling the hotel freeing up the hotel's reservations staff to handle their face-to-face customers. This is especially significant at check out time. If you don't have any incidental charges, turn in your key and walk out – bill paid. You can't do that with an individual reservation.

- Hotels, tour companies, entertainers, and other vendors see us as repeat business, they see an individual planner as a one-time deal. Who gets the best deal consistently? We do!
- We prepare, print and mail all reservation material.
- We pay all the deposits (and unless you have a treasury this is significant)
- We receive all reservations from members
- We make all reservations with the hotel
- We are able to accept VISA and MASTERCARD
- We are on site to manage the reunion, freeing up your members to enjoy the reunion
- We act as liaison between the hotel and the group
- We create and print banquet and memorial service programs
- We provide each member with a memorabilia item commemorating the reunion
- We arrange for entertainment, guest speakers, Color Guards
- We have a host of first quality memorabilia items (caps, T-shirts, sweat shirts, etc)
- There is absolutely no cost to the coordinator or the association. (We are compensated by charging a registration fee to everyone

who attends the reunion)

- At the end of the reunion, we start over again.
- We truly care about your reunion. We want it to succeed just as much as you do.

Let's make it clear from the onset, there are some reunion groups that do successfully plan and manage their own reunions. Let me make it equally clear, doing your own reunion is not less expensive and it is a heck of a lot more trouble and work. We know, there is an organization or two out there that charges you to attend special seminars they call FamTours (which by the way are sponsored and funded by the host city's Convention & Visitor's Bureau, so they actually are free). Hmmm! If you Reunion Chairmen are really interested in visiting a city, tell us and the next time they have a FamTour, we'll make arrangements for you to attend—free. (You'll still have to provide your own transportation.) Many Chairmen of our groups have gone free—and many more have been invited— to Fam's in Norfolk, Buffalo, Colorado Springs, Albuquerque, Asheville, Jacksonville, Virginia Beach, just to name a few, so you know first hand it can be done.

These seminars claim to “teach you how” to plan your own reunion by giving you a few common sense pointers and then trying to sell you liability insurance. You may learn something at one of these seminars that you don't know, but I challenge you to discover something that we are not already doing. My point is, if you pay to go to one of their planner events, (and I am sure some of you have); don't be fooled by how easy they make it sound. Planning and managing a reunion from start to finish is not nearly as easy as the classroom instruction would have you believe. Remember the old adage, “Them that can do – Them that can't teach.” We don't mean this to be critical because some of things they are now “teaching” are things we've been doing for years; but other things being taught are downright foolish.

Make no mistake, experienced hotel Sales Directors can spot an in-

experienced individual planner a mile away. Unless you know how to negotiate, you won't get the best available deals, you'll get what the hotel wants to have. So, if the subject “doing it our selves” ever comes up, ask your self one question. Am I (me, personally, not one of the other guys) willing to accept total responsibility for all of the items we have listed above, plus the unforeseen things that will happen. If you are not willing to do it, why would you pass it off to a buddy?

With the increased use of the Internet, a lot of “fare saver” businesses, such as Expedia, Priceline, Travelocity, Orbitz, to name a few have emerged. Often you can get what seems to be a good room rate (sometimes even at the reunion hotel) from one of these services. Getting a room through one of these services may save you a couple of dollars (but we can document a couple instances when the reunion rate is less than the fare saver rate. But in the long run, it hurts the rest of your friends. The hospitality room, and banquet rooms are provided without cost, based on the number of guest rooms that are occupied by members of the group and reserved through ML & RS, Inc. Why do you think the first question you are asked is, “How many rooms will you require”? Then the next step is for the sales director to ask the past couple of reunion hotels to confirm your room history. Therefore, each person who gets his/her own room, either through one of these services, or even at another hotel, does not pay their fair share of hospitality and banquet room charges, passing this cost instead to those who stay in the hotel.

This is a serious matter, and unless we nip it in the bud, I can foresee the time when it will be necessary to charge folks not staying in the hotel a sur charge to cover their share of the rooms in question. Folks, there ain't nothing free.