

Turner Times



VOL. 19, ISSUE 1

WEBSITE: WWW.USSTURNER.ORG

NOVEMBER 2014

ANOTHER SUCCESSFUL REUNION

Submitted by Sara & Joe Jacobs

Norfolk Reunion 2014

Another year gone, along with our 23rd reunion. It's always good to see everyone and hear about the happenings since last year from those attending. I personally can't pick out what may have been the highlight of our gathering this year.

The hospitality room was laid out nicely and equipped with all the goodies of a welcome reception, thanks to Carl/Madge Ackerman and Grant/Liz Wilcox. The ships store was open for business with all the USS Turner DDR 834 items. The store is open year round, just contact Carl and he will arrange your purchase for shipment.

The Monday night welcome buffet was a very good meal. With the low turnout we failed to meet the contractual price for the bar which ended up costing the association \$50 extra dollars.

Tuesday morning we boarded the bus which took us the two blocks to the MacArthur Memorial and Museum. General Douglas MacArthur left quite a legacy. This historical war hero was a mighty force and great leader. In this day and age, we ask ourselves, where have all our great leaders gone? It makes one wonder, how much longer can or will we remain united? Following the MacArthur tour we enjoyed a luncheon cruise aboard the Spirit of Norfolk up the Elizabeth River. The

Continued on column 2

sailors that we are, it's in our blood to be aboard a boat in the water (a floating vehicle). It kind of makes me wonder if we as a group could do a week long cruise aboard one of these cruise ships. Something to think about-maybe we can pole the membership and get a feel on their thoughts.

The waterside mall was a disappointment with all the businesses closed and out of business. All that is left is Hooters and Joe's Crab Shack. A group of us had dinner Tuesday at the Crab Shack and I was not impressed with dinner but service was good, beer and wine was fine and the camaraderie was great.

Wednesday we were all off to tour the naval base. After our security check we picked up our tour guide. I was beginning to wonder if we were in the maternity ward. I guess in this day and time, instead of sending them home with a discharge, they are keeping them on the payroll and hidden away in a low position. For an E-2, probably in the navy less than a year, she gave a pretty good tour. After the base tour we had a buffet lunch at Breezy Point Officers Club. It's amazing the changes that have taken place in our Navy. Don't know what your feelings are on the new uniforms, but I don't like them. Of course, we have no say but we can voice our opinions. The khaki tops and black pants or skirts looks a little like marine uniforms. Those blue

Continued on column 3

camouflage working uniforms are about the ugliest pieces of clothing I've seen. Don't look like sailors. Remember the sea faring dungarees and chambré shirts with a white hat? You could use them as a floatation devices (life saving equipment) and it was a sharp looking uniform. In the afternoon our tour took us to the Nauticus and the (Whisky) USS Wisconsin BB 64. The Nauticus was more about oceans and conservation of the reefs. The Wisconsin has been in and out of service for 3 different conflicts. She was originally commissioned in April 1944, took part in the capture of the Philippines, Iwo Jima, Okinawa and a raid of the Japanese homelands. She was taken out of commission in July 1948, reentered service March 1951, served in Korean War from November 1951 – April 1952. She remained in service until 1958, being decommissioned in March. She remained in reserve for 3 decades being recommissioned in October 1988. She was active in the invasion of Kuwait in 1990 and on station for Desert Storm in January 1991. The USS Wisconsin was decommissioned for the third time in September 1991. On our tour an advancement ceremony had just taken place. We met the commander who had been promoted from LCDR. He was also touring the battleship with his wife and children. What a proud and beautiful family.

Wednesday night a group of us got together for dinner at The Vineyards, a small local Italian restaurant. While

Continued on Page 3, column 1

\$ SHIP'S STORE ¢

The following items can be ordered from Carl Ackerman, 7436 Daisy Cir., Macungie, PA 18062, Ph: (610) 398-0145. All items are postpaid. Please make checks payable to Carl L. Ackerman.

- ▶ Up-to-date rosters — \$5.
- ▶ Turner baseball caps embroidered with Turner logo — \$18.
- ▶ Mesh polo shirts embroidered with Turner logo. Colors: Red, White or Navy Blue. Sizes M to XXL. All sizes come with a pocket — \$45. Sizes 2XL to 3XL — \$50.
- ▶ Sweat Shirts embroidered with Turner logo. Colors: Navy Blue or Gray. Sizes M to XXL — \$50. Sizes 2XL to 3XL — \$55.
- ▶ DVD of 1961 Med Cruise photos — \$10.

▶ **BONDED LEATHER 8 ½" X 11" BLACK ZIPPERED PORTFOLIO :** Outside front cover silk-screened with our ship's logo and the printing: "USS TURNER DD/DDR834". **Interior Includes :** 30 page 8 ½" X 11" writing pad, Elastic pen loop, Card holders, Mesh holder and calculator. 3 Interior pockets: 1 with a zipper and 1 expandable. Outside of portfolio is zippered for security. Price \$15 total (while supplies last)

Bonded Leather Portfolio



Ship's Store continued on Column 2, bottom

FROM THE OF THE PREZ

FROM THE DESK OF THE PREZ....

I'm writing this from the road, so forgive me if I ramble. After Norfolk, we flew to Montreal, Canada for a seven day cruise – then to Fort Worth, Texas, and now in Park Hills, Missouri. We'll be home on Saturday.

Now, what can I say about Norfolk, Virginia? We had a small but dedicated and enthusiastic group of shipmates and wives. I'll let someone else tell about the MacArthur Museum, the Nauticus Museum, and the USS Wisconsin. Some of the ladies really enjoyed the MacArthur Mall, which was within easy walking distance from the hotel. Also, there was no shortage of interesting restaurants to whet our appetites.

As a retired Medical Service Corps officer, I enjoyed talking to one of the docents on the ship when I found out that he was a retired

Continued on page 3 column 3

▶ **CHECKBOOK COVERS**
Black, top grain cowhide check book covers with gold debossed "U.S. NAVY" and the "USS TURNER" name and hull number. It handles either end-bound or side bound-checks. See the photo. While supplies last. \$15 ea.



▶ **USS TURNER BRASS BELT BUCKLE**
Solid brass belt buckle, 3 ½" X 2 ½". Fits belt widths up to 1 3/8". Inscribed with "U.S. NAVY", the TURNER name, hull number and the ship's years in service. Can also be used as a PAPER WEIGHT. See photo. Cost is \$25.(while supplies last).

Ship's Store continued on Column 3, top

Ship's Store continued from Column 1



▶ Ship's patches: Both the Tiger and Double Eagle, 4" round with color embroidery. Also official Navy patch just like on the ball caps. Blue/gold lettering of "USS Turner DD/DDR 834" around gray destroyer profile. 3"H x 5"W. Cost is \$5 per patch.

This is from Captain Don Pauly

We enjoyed the reunion and got home safely, and hope you and Patricia did as well. I was completely surprised by the presentation of the painting of USS Dash by my good friend, retired HMCS Marty "Doc" Monaco, who was a shipmate in 1963 when I was CO of USS Furse (DDR 882). He had also previously served on an



Painting of the USS DASH – presented to Captain Pauly by retired HMCS Marty "Doc" Monaco,

MSO, so we often talked about duty on minesweepers. My time on Dash was from late 1955 to mid 1958, almost three years, and involved two Med deployments, each of six months

Continued on Page 3, column 2

Continued from Page 1, column 3

there another bunch of Turner Tigers came in. We had a great time back and forth with them and the wait staff as to who was paying the bill and who was washing the dishes. The food here was the best meal of the whole trip including the weekend that Sara and I spent with friends in Virginia Beach following the reunion. After dinner we all took a leisure walk back to the hotel. During the walk back Barbara, Sara and I fell behind the rest of the group while checking out things going on at the Marriot Hotel. Seems the Virginia ABC Board was having a convention. With my wife's curiosity we had to investigate the goings on. Bernie ended up doubling back to check on us to make sure all was ok. Shipmates taking care of each other, almost like the good old days, only some 50 years later!

Finally, on Thursday our last full day, we carried out our general meeting. There we had a surprise guest, a former shipmate "Doc" and good friend of Captain Pauly's. He surprised Captain Pauly with a beautiful piece of art. It was of the minesweeper, the Captain's first command. We discussed our 25th reunion and voted to have it in Charleston, South Carolina. There is (was) some talk of dissolving our association after the 25th. Several reasons being, the health and age of our members, the economy and the declining participation. All this puts a strain on the association's financial responsibility to meet the contractual obligations. I'm sure there will be more discussion on this. Let's keep it positive, we can still have our get together.

After the meeting Sara and I found "D'egg", the breakfast place others had been talking about. We're not ones to have breakfast early every day; we tend to have ours mid morning. It was an enjoyable meal of sausage gravy biscuits and eggs. After breakfast we walked to the MacArthur Center. There was a station there for the new rail system Norfolk has called The Tide. We decided to take a ride from end to end and back again. While purchasing our

Continued on column 2

tickets at the vending area, Sara saw a small plastic bag which she picked up. Turned out to be what I'd call a nickel bag of weed. Like I've said before, my wife is a very curious person, questions everything, but I love her. Yes, she still has it somewhere but no papers to wrap it in. LOL! Then it was back to the hotel for a nap to carry us thru the evening.

The evening begins with our regular session of picture taking, happy hour, storytelling and renewing old acquaintances. Jim Zeller and I sold 50/50 tickets which we enjoy as much as we do the drawings. President Ernie Loos had his welcoming and introduced Carl Ackerman, our Chaplin, who led us in honors, opening prayer and then in our toast and honorees. We continued our banquet with a great meal, music, door prizes and 50/50 drawings. Parting is always such sweet sorrow; sweet with the greetings of beloved shipmates and friends and sorrow of having to leave.

Hope to see a lot more in Portland, Maine next year. We've missed you! Let us think about the future of our reunion association of the USS Turner DDR 834---"GO TIGERS" God Bless You All See you in Portland

Pauly, Continued from Page 2, column 3

duration. I went aboard as a LTJG and left as a LT having served most of that time as XO. In the spring of 1958 I became the CO when the LCDR assigned was detached for a hospitalization which lasted months longer than expected. While I was CO we were the Minesweeping School training ship at Yorktown, and took students out every weekday to teach the art of sweeping moored mines, acoustic mines, and magnetic mines. On some weekends we visited ports such as Washington DC and Richmond VA to be open to the public with displays of minesweeping methods. Dash was a wooden ship and all equipment was made of

non-magnetic metals to allow safe passage over magnetic mines. The ship was 165 ft long, 750 tons displacement, with diesel engines totaling 1600 hp giving a max speed of 13 knots. The engines were non-magnetic (aluminum or other alloys) and were clutched to shafts with controllable reversible propellers. We usually had 5 officers and a 55 to 65 man crew. Minesweepers were rough riding and slow, with a transit speed of just 10 knots. They were underpowered, shallow draft, easily moved by wind and current, and therefore provided very good experience in seamanship and ship handling. The Navy has very few minesweepers now, so Doc and I are part of a rapidly shrinking group of experienced minesweep sailors.

Loos, Continued from page 2, column 2

CWO-4, Medical Service Warrant Officer. At 93 years of age, he assured me that he could still go up and down the ladders.

Now, let's talk business. After this last reunion, I received an e-mail from a shipmate from the 50's (my era). He pointed out something that I had not considered. Most of the attendees were from the 60's. Now, we have an extensive roster of shipmates from the 40's, 50's, and 60's. While it is true that there are more of the latter group, I'm pretty sure that there are a few of us from the middle group that are still active.

So - let's show our mettle - pack up your sea bag, let's get together next year in Maine and tell some real sea stories. Bring the ladies and show them the beauty of the Northeast in autumn. We were in Bar Harbor, Maine two weeks ago and it was great.

We have a very hard working core of people that are keeping this thing going. Let's support them by attending these reunions. Meet some new people and some of your old shipmates, too. I promise - you will have fun. Hope to see you all in Maine in 2015!

Ernie Loos

LETTERS TO THE EDITOR

The following was received from Robert (Bert) DeVries, John's wife

John B. DeVries, of Ocean City and Lafayette Hill, PA died March 10, at the Hospital of the University of Pennsylvania from pneumonia and acute respiratory failure with his wife and son, Bob, by his side. He was born in Glen Ridge, NJ on October S, 1934, the son of the late John and Mildred Storm Bool DeVries. John graduated as Valedictorian from Nutiey High School in 1952 and went on to attend Cornell University on a full NROTC scholarship. He graduated in 1957 with a Bachelor of Science degree in Chemical Engineering and was commissioned on graduation day an Ensign in the United States Navy.

While at Cornell, he was a member of Tau Kappa Epsilon Fraternity, serving as its president 1955 -1 9 56 and was elected to Pros Ops, the Chemical Engineering School honorary society. In 1957, John married Roberta 'Serf (Grunert). Following their wedding, John and Bert went to live in Newport, RI where John started his tour of duty with the US Navy as Engineering Officer of the USS Turner, DDR 834. . John is survived by his wife of 56 years, Roberta (Bert) Decries, sons Robert (Christine), and Peter, and four grandchildren, Alexandria, Taylor, Danni, and Ryan Decries and several cousins.



John B. DeVries

We will have a tribute letter from Nils Rueckert for John in the March 2015 newsletter. Look for it!

The following was received from Barbara Kilmartin, Ed's wife.

Edward E. Kilmartin, 83, from LeRoy, IL passed away at 12:32 p.m. Monday (March 10, 2014) at Lincoln Rehabilitation Center, Decatur, IL.

To honor Edward's wishes, his cremated remains will be scattered at sea. Memorial contributions may be made to the Alzheimer's Association.

Mr. Kilmartin was born Oct. 26, 1930, in Bloomington, to Edward E. and Helen Bahan Kilmartin. He married Barbara J. Glass on March 31, 1951, in Bloomington. She survives in LeRoy. Also surviving are two sons, Gary (Mary) Kilmartin, Pana, and Michael (Debra) Kilmartin, Geneseo; one daughter, Diane (Herb) Miles, LeRoy; six grandchildren; and five great - grandchildren. He was preceded in death by his parents, two brothers and two sisters. Edward was a Korean conflict Navy veteran.



How about some change?

Officer: "Sailor, do you have change for a dollar?"
 Sailor: "Sure, buddy."
 Officer: "That's no way to address an officer! Now let's try it again! Do you have change for a dollar?"
 Sailor: "No, SIR!"

Final Roll Call

Since our last issue we have learned that these shipmates have answered the call of the Supreme Commander:

Louis R. Czarnecki	49-52	RD3
William W. Dennie	47-51	QM3
John B. Devries	57-60	LTJG
Herbert L. Fisher	49-51	FT2
Ivy J. Ehret	46-47	S1
Kenneth L. Gill	53-55	MM3
William Gollie	59-62	SH1
Edward E. Kilmartin	51-54	RM2
Ralph F. Smith	45-46	LT
Nicky F. Wood	66-69	EM2
Paul L. Zorn	59-62	MM3

Received from Donald Scantland, 1953-1955, LTJG

USS Turner and Hurricane Carol August 31, 1954
 Thank you to Don Becker for sending us his memory of that day published in the March 2014 Turner Times. It stimulated my memory of that day which I am sending because I saw and remember additional things by being in a different special sea detail station. My special sea station was on the bridge as the Junior Officer of the Deck (JODD). After breakfast several officers, including the Captain, were in the wardrobe watching the Dave Garroway Today show when an announcement was made on TV that there was a hurricane heading North up the coast. That was a surprise since the Navy had not made an announcement of any bad weather. When Captain Southard heard the news on TV he ordered everyone to their Special Sea Detail stations.

When we went to the bridge the sea was rather calm and the wind and the sea were from the same direction which must have been from the South. The sea was rather calm until the eye of the hurricane passed to the West of us and the sea became rough. The Turner and the NK Perry were tied alongside each

Continued on Page 5, column 3

OUR TURNER TIMES

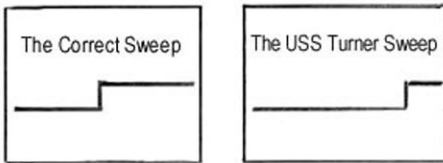
WHAT WE REMEMBER ABOUT OUR TIME ON BOARD

.How We Satisfied the Company Representative Submitted by Jack Ward, FT2 '56-'59

This is one of those stories that is forgotten for years and then something happens that brings it back to enjoy again. Here is the way I remember it. Bob Myers and Ron Jeppesen probably have a slightly different story if they remember at all. But mine is the only **correct version!!**

On one of the screens for the MK 56 Gun Fire Control System was a horizontal sweep that had a step in it. In other words, it started at the left edge, went to the center and jumped up an inch and then proceeded on to the right side of the screen. (See illustration)

At least that was the way it was sup-



posed to be. Whenever a representative from Western Electric looked over our system, we were criticized for the step not being in the center of the screen. It was a cosmetic thing as the equipment worked fine no matter where the step was located. There was no adjustment provided to tweak the position of the step.

We traced the problem to a 6H6 vacuum tube (yes, there were no transistors- the closest thing we had were some solid state diodes). As with many tubes, there were various versions—for instance, some were glass and some were metal and under most circumstances they were interchangeable. One type (After 55 years I can't remember which)

Continued on column 2

placed the sweep in the ideal position and the other type moved it far right. The FT's got their replacement tubes from the ET's who gave us this surprise - the tube we needed was no longer available. Government purchasing decided that only one version of that tube was necessary. This was a very logical decision that reduced inventory and saved money. Since the position of the off-set in the sweep was the only thing we were criticized for by the manufacturer rep, we were eager to correct the discrepancy.

While moseying down Thames Street in Newport, I discovered a little shop owned by a really nice old fellow. One of the things he did was collect old TVs and radios and try to repair them and if not possible, salvage their parts. He had a tube tester available for his use as well as for customers who were trying to fix their own radios and televisions. He had accumulated old tube boxes and after re-labeling he filled them with used tubes that tested good. Compared to new prices, his used tubes were very cheap. You must have guessed by now that he had the type 6H6 tube we needed to get the proper CRT display. I sacrificed a few coins from my Navy pay and purchased 3 or 4 of those tubes. If we knew that an inspection was eminent, one of Ward's used tubes was installed and Eureka!! - the sweep was in the ideal position.

Here was a million dollar GFCS (Gun Fire Control System) ready to fight a war operating with a used vacuum tube removed from a Newport resident's discarded TV! At the time, I am sure the Navy or Government public relations people would not have wanted this story aired. But, whether in war or peace, it got us excellent reports from the factory representative.

Continued from page 4, column 3
other and both were moored to a buoy from the bow. This was standard procedure since there was not enough dock space for all ships. The Newport harbor was open to the sea which made it convenient to be able to go out and back the same day but it allowed the storm to enter the harbor.

After the eye of the storm passed we had the sea coming at us from the South and wind coming from the West that caused the Turner and the Perry to crash into each other along the sides of each ship.

Captain Southard decided that he wanted to get the Turner out of the harbor and to go out to sea. To do this he wanted to get the bow of each ship pointed South, instead of West, and headed toward the mouth of the harbor. The ships accomplished this turn by using their rudders and screws to turn 90 degrees from West to South.

After we and the Perry were cut apart, we headed for open sea. It was like the scene in the Caine Mutual Court Martial movie. Water from the storm went up and over the bridge. After that large wave the water was smooth and we stayed at sea overnight.

When we returned the next day the parking lots had a combination of autos and boats. In the previously vacant spots there were now boats. We listened to the Providence radio station which was transmitting using batteries and learned that the big wave which we saw went on up the river and through Providence causing a large amount of damage.

Soon after Hurricane Carol we went to the Brooklyn Navy Yard for repairs and while we were there we were on rained on by another hurricane.

Donald Scantland , 1953-1955, LTJG
1633 Jennifer Lane Streetsboro, OH
44241

