

# Turner Times

VOLUME 5, ISSUE 2

APRIL, 2002

## WATCH OUT WEST COAST!

By **Jim Carpenter,**  
LT (j.g.) '66-'69

Our first West Coast reunion will be a fine one. The hotel, Holiday Inn San Diego-On the Bay, is just that: On the Bay. It is centrally located and within walking distance to most of the major attractions in San Diego. In addition, it has all the amenities one would want, including a fitness room and heated outdoor pool. There are three fine restaurants on the hotel property that can serve every taste.

With that said, you can read all about the reunion proper in the material that accompanies this newsletter. For a bit of a different perspective, we've asked Jim Carpenter, former Turner CIC officer and current West Coast local native, for his ideas. What follows are his suggestions for getting out and seeing San Diego. — Ye Olde Editor.

The hotel is right across the street from the harbor and the bay-side rooms all have great views of San Diego Bay, Coronado/NAS North Island, and Point Loma. Let's take a circular walking tour from the hotel that will take you through some of the "nearby" sights. A "full tour"

is about five miles round trip, but there are stopping points, plus you could catch a pedicab or taxi to get you back to the hotel if you tire. O. K., so let's get out our tennies and hit the street.

Immediately across the street from the hotel is the Maritime Museum. The museum is a collection of three ships – the sailing ship Star of India (the oldest steel hulled sailing merchant ship still afloat), the former San Francisco Bay ferry Berkeley, and the steam yacht Medea. If you don't want to go aboard these ships, you can stand on the wharf and look for as long as you want. Just south of the Star of India is Anthony's seafood restaurant, which juts out over the water – it, too, has excellent harbor views and great seafood. Then there is the cruise ship terminal (as of this writing, cruise ships do not call on the weekends), the harbor tour excursion docks (if you would prefer to cruise around the harbor and sight see while sitting, instead of walking around San Diego, this is the place to catch the boat), and the Navy Pier – which is at the foot of Broadway, directly across the street from SW Region Navy headquarters. On any given weekend there could be a Navy combatant moored at the Navy Pier

as the duty Open House ship and sometimes there is a Military Sealift Command vessel of some sort moored there. For any of you really old timers, this is where the old Fleet Landing used to be back in the days when you had to anchor out. As you keep walking, next is the old tuna boat wharf, which also houses an excellent seafood restaurant, the Fish House.

Continuing around the bend in the road is an area called Seaport Village. It has lots of interesting (and unique) shops and restaurants as well as excellent views across the bay to Coronado and North Island. Seaport Village is a very pretty area to stroll through, in and of itself, and there is an excellent walking path by the water's edge that leads to a park. On the weekends, there are street entertainers and there is a Dixieland band in the south pavilion. Seaport Village is also home to a horse drawn carriage company that can take you around the area. If you don't want to go too far by horse, there's also an old time carousel. Depending on OPTEMPO (Operating Tempo), you can look across the bay and see a carrier or two or cruisers moored at North Is-

*(Continued on page 7)*

Each mailing we have several pieces returned because shipmates do not let us know they have moved. The Postal Service charges us \$.60 for each "Moved Notification" we receive from them. Add to that the cost of printing and postage we lose sending it to a bad address. Then we have to begin the search again to find our "lost" shipmate, which takes more time and money. Right now our roster lists 19 "Lost" shipmates who cannot be found!! Please do us a favor. This includes you "snowbirds" If you are moving or have recently moved, PLEASE drop us a line, call or email us with your new information so we don't lose you again!!



# \$ SHIP'S STORE ¢

The following items can be ordered from Carl Ackerman.

- Up-to-date rosters are \$4.
- Turner baseball caps embroidered with Turner logo are \$16.
- Mesh polo shirts embroidered with Turner logo. Colors: Red, White or Navy Blue. Sizes S to 2XL. All sizes come with a pocket. Cost is \$35.
- Sweat Shirts embroidered with Turner logo. Colors: Navy Blue or Gray. Sizes S to 2XL. Cost is \$40.
- Zippo™ Tape Measures, 1.5" square, with Turner Logo. Cost is \$11.

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

**See page 6 for an exciting new Ship's Store item.**

## Notice regarding Memory Book

Those of you who ordered a Reunion Memory Book in Savannah may be wondering what happened to your portrait proofs and the book. Unfortunately, the film used for those pictures was defective. Although it is not the fault of the photographer or the Dunning Company, the company regrets the error. The book will be printed at a reduced price without portraits or group pictures. When your book is mailed, you will also receive a \$5 refund directly from The Dunning Company.

# FROM THE OF THE PREZ

It's time to look forward to San Diego! Please believe me that the fact that our West Coast reunion begins on 9/11 is pure coincidence. Hopefully, the sun and fun in San Diego will ease the pain we will feel in remembering the tragedies of 2001. Let's have a great turnout, especially from you "West Coasters" who have been pushing for a reunion in your neck of the woods for some time.

San Diego. The city holds a special nostalgia for me. It was the place where one of the defining moments of my life occurred. If it wasn't for San Diego, I wouldn't be writing this column today. Let me explain. After graduating (barely) from Westfield High School in Massachusetts in 1956, I fulfilled the ambition listed under my picture in the high school yearbook of "Go to California." My Dad and I headed for San Diego in July of that year. The plan was that he would find a job in the area and move the family out west. While he was job searching, I applied for, and was accepted at, San Diego State. My future was set, or so I thought.

We camped out with my cousin Phyllis, who was married to a Master Sergeant in the Marine Corps, who just happened to be the Provost Marshall at the Naval Base. He was a "gung-ho", scary guy. I remember 3 things about him. He spit-shined his shoes every night, used a full washer load to clean 3 or 4 web uniform belts, and carried a dried-up piece of his finger that he had lopped off in a car door in his pocket. He liked to place it on the dining room table as a conversation piece. Like I said, he was a scary guy.

Well, to shorten a long story, my Dad didn't find the job he wanted and decided to head back east. I don't know what was the biggest influence in my decision to go back with him, the Master Sergeant or a girl back home. When I got there, it was too late to get into a college for the fall semester, so I worked for a few

months constructing the Massachusetts Turnpike. When a good buddy of mine from high school returned home from Navy boot camp in Bainbridge, Maryland, I went willingly with him to the local Navy recruiter. So here I am, writing this column.

Giving money to worthwhile causes is a very personal decision, but I'd like to encourage you, if you can, to donate to the fund for the "Commodore Turner" marker. (See page 3.) As you probably know, headstones are very costly, even with a bare-bones marker that we're planning. We're hoping to have the marker in place by May. I would like to personally thank Pete Varley for the good work he has put into this effort. Pete has researched the history of Commodore Turner (If you'd like a refresher course, see the Nov, 2001 Turner Times) and has been the driving force in bringing the planned marker to fruition. Thanks, Pete!

I hope to see you all in San Diego. Some great activities are planned and remember, "It never rains in Southern California". It's also not too early to start thinking about next year's reunion, which will be in Mobile, Alabama in late October of 2003. Dick Shanaberger has already booked the Adam's Mark hotel for the occasion. That time of year should be very pleasant in the South.

Lastly, let me get on my soap box again and encourage you AND your guests to attend the business meeting on Friday evening in San Diego. This is your chance to provide input on future reunion sites and to bring up any suggestions relating to our Turner Reunion Association. Everyone that attends, including guests, has voting privileges and as I said in my last column, I plan to keep the meeting short and sweet. See you in California!

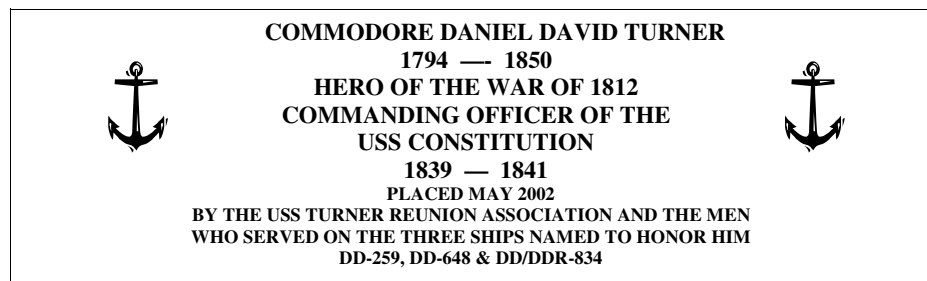
— Dave



**Help us solve a mystery!** The photo above was taken in Palma De Majorca on the Turner's Med cruise of 1967-68. There are 3 locals in the photo, the man on the far left and the two playing instruments. The Turnermen are (middle row, L to R) Richard Evans, Dave Chalk & John Squires. On the top row, L to R are Dennis Clark, John Baxter and ??? Who is the circled Turnerman?? We believe he was BT, and may have had a green Norton motorcycle. If you have any idea who he is, or recognize yourself, please contact Dave Chalk or anyone on the Times staff.—Photo courtesy of Dave Chalk

## COMMODORE DANIEL TURNER – AN UPDATE

In the last issue, the article on Commodore Turner mentioned that he lies in an unmarked grave in Green Mount cemetery in Baltimore. Our Association Officers agree that his grave should not remain unmarked, therefore we petitioned the cemetery Board of Directors to allow us to erect a marker. As they have no record of any remaining, living family for Commodore Turner, they have agreed to allow us to place a marker. The Association Officers have obtained bids on a marker that looks like this.



As this is an unusual undertaking for our Association and not something normally covered by annual dues, if any of you would like to make a donation to this cause, please send your contribution to Mike Quinn at 15022 Hix St., Livonia, MI 48154 and indicate that it is for the Turner Memorial Marker. Thanks, men. Commodore Turner would be proud!



100 YEARS OLD AND COUNTING!!

The Navy is celebrating the centennial of the destroyer. The predecessor of the modern destroyer debuted in the Chilean Civil War of 1891 and the Sino-Japanese War of 1894 when navies saw a need for a swift, small torpedo boat that could launch torpedoes and dash away. The first US destroyer was commissioned in 1902 and the "Greyhounds of the Sea" have continued in an unbroken line to the evolution of the upcoming DD21 Zumwalt-class ships.

For more information, those of you with Internet access can visit the following address: <http://www.surfacewarfare.navy.mil/destroyercentennial/>

# NEW DESTROYER MUSEUMS HAVE PROMISING FUTURE

**By Ron Bradrick, Rupe Scoop Editor, USS Rupertus (DD-851) Association**

Recently announced plans by two historic ships' curators might be the most significant development for Gearing Class destroyer sailors in several decades.

Representatives from the historic ships USS Joseph P. Kennedy, Jr. (DD-850) in Fall River, Massachusetts and the USS Orleck (DD-886) in Orange, Texas are planning extensive additions to their museum artifact collections and naval research functions. These famous ships are the only two Gearing Class Destroyers on public display in the United States.

Glenda Dyer, Orleck curator, announced that the members of the Southeast Texas War Memorial and Heritage Foundation are proposing to build a land based historic ship museum and shipbuilding research center. The city of Orange is currently preparing a 30-acre park to house the museum and display the historic ship Orleck along the Sabine River front.

The major focus of the Texas Museum's historical collection will be on the Gearing Class Destroyers, like the Orleck and Kennedy, and on other ships built in Orange, said Dyer.

Dyer reported that the Texas organization has been very busy beginning the restoration of the Orleck to its 1965-75 condition. It was towed into Orange last August from Turkey where it had served with the Turkish Navy for nearly 16 years.

The Orleck was laid down in the Orange shipyard and commissioned on 15 September 1945. After serving the U. S. Navy for 37 years, the Orleck was decommissioned on 1 October 1982 and transferred to Turkey where it served as the TCG Yucetepe (D-345).

According to Dyer, the Texas organization is putting its ideas together and wants to develop a strong and viable naval research and ship building museum. She emphasized the fact that the shipbuilding heritage of Orange dated back to the 1800s, and during WW II, the city developed a major shipyard,

building over 400 ships for the U. S. Navy war effort.

Tom Depwe, President of the Texas Foundation, says their plans call for the eventual building of a museum and library to collect and display thousands of historical items from these naval ships and the shipbuilding industry. He added that the library would become an active research center in both areas.

When completed, Dyer said, this museum and library could become a tremendous historical collection point for nearly 100 Gearing Class Destroyer Associations and just as many Destroyer Escort Associations, existing in the country today. Thirty-nine destroyers were built in Orange during the war, including 27 of the Gearing Class, along with 93 destroyer escort ships, she added.

The historic ship USS Joseph P. Kennedy, Jr. (DD-850) is also currently undergoing a very aggressive restoration and equipment acquisition program to return the ship to its late 1960s to early 1970s appearance according to Richard Angelini, assistant curator to the ship.

Since January 2001, the Kennedy Restoration Team has restored the Post Office, Amidships Damage Control Locker, and the Ship's Store back to their original 1970s configuration, said Angelini. We are currently making plans for the Galley, Radio Central and the Ship's Office. Once the office is completed, it will become a research library with various ship blueprints, historical references, over 100 Destroyer Cruise Books, photo albums, sea story collections, and a collection of other data related to destroyers, he said.

The USS Joseph P. Kennedy, Jr. (DD-850) was one of only four Gearing Class Destroyers built by the Bethlehem Steel Company in Quincy, Massachusetts at the closing of the war. It was launched on 26 July 1945, commissioned on 15 December 1945 and actively served the U. S. Navy until 1973, when it was decommissioned and assigned to the historic fleet.

The USS Massachusetts Memorial Committee, Inc. has maintained the Kennedy for public display for the last 27 years. It is part of Battleship Cove in Fall

River, which also features the Battleship Massachusetts (BB-59), the submarine Lionfish (SS-298), and two PT boats.

According to Angelini, the Admiral Burke Destroyer Museum and Library are housed aboard the Kennedy to perpetuate destroyer history and feature display cases containing destroyer related historical artifacts, the names and hull numbers for every destroyer, and many ship's plaques. In this role, Kennedy has become the adopted home for the preservation of the history and artifacts of the 96 Benson-Livermore Class Destroyers of WWII, which were awarded 500 battle stars and other citations.

This week, says Angelini, we have opened up a new DD850 website which includes a description of each Gearing Class Destroyer, weapons and sensors carried by these ships, and a public message board for the discussion of our ships and restoration questions. With the help of the Gearing Class Destroyer Associations, we hope to publish individual sea stories, photos, weapon analysis and other valuable information to enable this website to be a digital center for the Gearing Class Destroyer sailors, says Angelini.

In the future, Angelini and Dyer believe the Orleck and Kennedy museums will maintain close ties, sharing historical information about Gearing Class Destroyers and displays of their memorabilia. Angelini and Dyer point out that the Orleck and Kennedy provide a unique perspective to the destroyer community by presenting both a Pacific and Atlantic destroyer respectively.

Both the Texas and the Massachusetts organizations have what are called "Adopt A Space" programs, which allow ship's associations, individuals and businesses to donate funds to help restore and maintain selected areas of the ships. These organizations are set up as 501 (c) 3 corporations, and all donated funds qualify as tax-deductible items for the individual donors.

Dyer and Angelini have made special arrangements to accept all types of historical items that may be donated. They are asking individuals and associations to send photos, photo albums,

*(Continued on page 6)*

# OUR TURNER TIMES

WHAT WE REMEMBER ABOUT OUR TIME ON BOARD

**By Mike Mania, BMSN ' 53' 54**

The reunion in Providence served a triple purpose for me. First, it afforded me the opportunity to see and visit with so many of my old shipmates again after forty-six years. How truly wonderful it was being with them once more, and also, to meet and make new friends with those who served before and after me. Secondly, it brought back to mind many long forgotten incidents that occurred during my tenure on board the TURNER. Thirdly, it fertilized the egg of an idea that I had been harboring in my brain for quite some time. That concept is to write a book, based on fact, concerning navy life from a comedic point of view, as seen through the eyes of those who actually experienced the yarns, tales and anecdotes that hopefully will be presented in my book.

While at the reunion, one could not help but notice the amount of sea stories flying around, as well as the laughter they created. It suddenly struck me that not one former sailor there was getting any younger. Rather, just the opposite is true, and there will come a time, much as I hate to say it, when those stories won't even be a memory, because there will be no one around to tell them! Why not divulge these wonderful nautical sagas and let as many people who can enjoy and pass them on to future generations?

I know of no better sources or references to research than each of you who have served so well on the TURNER, as well as other ships and/or stations. There is no doubt in my mind that there must be a bazillion (well, maybe not

quite that many) hilarious sea stories that you former crewmembers of the TURNER alone could relate. I have a few of my own. That's why I'm petitioning you old (meaning a long time ago as opposed to ancient) salty sea dogs of the TERRIBLE TEE. I need your help. Whatever stories you can send me will be very much appreciated. And, I will try to work each and everyone into the book.

At this point, I have two ways to write this book—either as one continuous story, or relate each one individually. It all depends on how many responses I receive to this letter. In any case, each contributor will be recognized personally in the acknowledgments section of the book. No real names will be used in the text, so as not to embarrass anyone. A portion of any proceeds derived from the sale of the book, will go toward the TURNER reunion organization.

As you know, the funniest stories are the ones that are true. Here's one that happened to me. It was funny at the time, perhaps because I was feeling no pain from the Italian Red I was inhaling. However, it still generates a chuckle and thoughts of what it was like to be young and in the navy. Oh happy days. They were the best of times.

The first night the TURNER'S starboard section had liberty in Naples, Italy, back in 1954, I and three buddies from the 1st Division, Rick Johnson, Don Becker and Gene Pollack, went ashore, and after visiting all the churches and shrines (well, what's so funny?) in old Napoli, we found ourselves entering a night spot

named The Zig-Zag Club. Anyone remember that place? Probably not. To be sure, you, too, were no doubt visiting the churches and shrines while on liberty. Don't all sailors?

It was a rather large building, longer than wider in size. Inside, at the furthest end, was a bandstand that had a fantastic group of musicians who happened to be related to one another. The club was packed with sailors and girls, and everyone was having a wonderful time dancing and listening to the great American musical standards this band was playing. Every table except one was taken, and that, as fate would have it, was next to the bandstand. So that's where the four of us sat. For me, I was in my glory. Prior to my enlistment in the navy, I played the drums in several combos and a fairly good-sized local dance band. So I was now in my element sitting along side this swinging aggregation. And how they did swing.

After a few gulps of red Italian wine, I asked one of the girls to dance, which she agreed to do. It was a nice slow dance number, and I recall it was a song made famous by Glenn Miller entitled 'I Know Why And So Do You.' It was so beautiful I almost fell in love with the girl I was holding in my arms.

Halfway through the number, I noticed Johnson leave the table and stagger (he was feeling no pain, either) to the bandstand where he proceeded to whisper something in the leader's ear. The leader then nodded his head in an affirmative manner. I assumed Johnson was requesting

*(Continued on page 6)*

## DESTROYER MUSEUMS – CONT.

(Continued from page 4)

films, videos, Cruise Books, personal journals, letters, sea stories, historical objects and histories of destroyer associations.

We have drawn up the proper loan and gift documents to begin accepting all items immediately, said Dyer, and we have even made provisions to return everything if our museum is not finished within a certain period of time.

As curators, Angelini and Dyer say that all historical items they receive are documented, photographed, sorted and stored in acid free boxes on shelves in secured, air-conditioned spaces.

For more information and details on these historic ship's restoration and museum programs, please contact these curators at the following addresses:

USS J. P. Kennedy, Jr. (DD-850)  
C/O Richard Angelini  
76 Mt. Hope Rd.  
Somerset, MA 02726  
<http://www.ussjpkennedyjr.org/>  
[mpangelini@email.msn.com](mailto:mpangelini@email.msn.com)

USS Orleck (DD-886)  
C/O Glenda Dyer  
2202 Link Ave.  
Orange, TX 77630  
<http://www.ussorleck.org/>  
[dyerglenda@yahoo.com](mailto:dyerglenda@yahoo.com)

Tax-deductible donations should be sent, along with a cover letter specifying exactly what ship and what ship's area the money is directed on maintaining or restoring.

If you are donating to the **USS J. P. Kennedy, Jr. (DD-850)**, make your check payable to the USS Massachusetts Memorial Committee, Inc. Send to:

USS Massachusetts Memorial  
Committee, Inc. Battleship Cove,  
Fall River, MA 02721

If you are donating to the **USS Orleck (DD-886)**, make your check payable to the Southeast Texas War Memorial & Heritage Foundation (STWM&HF). Send to: Southeast Texas War Memorial & Heritage Foundation P. O. Box 3005, Orange, TX 77631.

## OUR TURNER TIMES – CONT.

(Continued from page 5)

the band to play some old Spike Jones ditty. Wrong.

As I said, the band members were all closely related to one another, but the most significant relationship was between the leader and the 16 year old drummer. They were father and son. When the young man was born, the father named him Gene after American jazz drummer Gene Krupa.

A few seconds after I sat down, there was a drum roll and the crash of a cymbal, after which the bandleader made a short, impromptu speech, either in broken English or roughed up Italian. I'm not sure which. In any event, it went something like this:

"Ladies anda gennamens, tonighta, we havea gooda guesta here eena duh Zeega-Zagga cluba. He'sa duh son ub Amerigonea jazz drummer Genea Krupa, anda my sona (pointing proudly to the drummer) isa named afore heema-alaso Genea. May I eentroducea duh sailor ova here--Meesta Genea Krupa Junior."

With that, he pointed directly at me just as I was swallowing a hefty mouthful of wine. I almost choked! The crowd, most of whom were more snockered than I, let out a rousing howl. Becker and Pollack lifted me out of the chair by my arms, hustled me toward the bandstand and asked the leader if I could sit in on a number. He agreed without hesitation, and little Gene gladly gave up his drums to such a distinguished and exciting guest.

The song we played was 'Undecided' which was popularized by the Ames Brothers. It was a swinging number and we really had the joint jumping. Af-

ter the tune was over, we all got a tremendous round of applause. Thinking the ovation was for me, I took bow after bow and didn't want to leave the bandstand. However, I noticed that little Gene was anxious to retrieve his drum set, so I started to leave. But he stopped me, handed me a pen, and asked me to autograph his bass drum head. Of course. Why not? I do this wherever I go.

*Dear Gene--  
Keep drumming and keep  
a tight drumhead.  
Best wishes,  
Gene Krupa Jr.*

The smile never left his face, and he didn't take his eyes away from me the rest of the night. I wonder what he's doing this very minute, and if he still has that autographed drum head.

To each of you my sincerest best wishes. Remember, keep a tight drum head. It sounds better that way. Hope to see you at the reunion this year, if my publisher doesn't have me on deadline.

P.S. This will be my second book. The first was a labor of love dedicated to my late uncle who was killed in action in New Guinea during World War II. I will never forget him or all those gallant heroes who sacrificed so much to preserve the freedom we in this country enjoy, and many times, take for granted. You can send your stories to Mike Mania at 6041 N. 31st Ave., Phoenix, AZ 85017

### *Roster Update*

**As of this mailing, the Turner Association roster totals 1,223 shipmates and associate members.**

## WATCH OUT WEST COAST! – CONT.

(Continued from page 1)

land. North Island is the primary ASW aviation facility in San Diego, so it's possible you could see some helicopter or S-3 activity, although that's not all that likely on a weekend. Looking south from the water's edge, you can't miss the blue span of the Coronado bridge as it arcs gracefully across the bay. The 32<sup>nd</sup> St. Naval Station is just to the south of the bridge. Looking north, you may be able to make out the Submarine base at the foot of Point Loma and the Navy Lab (SPAWAR SYSTEMS CENTER) at its top.

If you've gotten as far as Seaport Village, and explored it, you've done some walking and you may want to turn back here. However, if you want to continue on the walking tour, go past the Hyatt Regency and Marriott hotels and continue south to the Convention Center. Directly across the street (and the San Diego trolley tracks) is the entrance to "old" San Diego – the Gaslamp District (marked by a steel arch that crosses the street). This area has undergone a major renovation in the past ten years and is now a really happening (and trendy) place in the evening. Besides restaurants (if you like Italian "trattorias", you're in luck!), there are night clubs, theaters, art galleries, and shopping boutiques, usually targeted toward the younger set. One of the restaurants, called Croce's, is run by Jim Croce's widow. Perhaps because of the trattorias, this is the one area of San Diego that has sidewalk dining. Not only is the food excellent (but usually pricey), but so are the people watching opportunities.

The Gaslamp District extends all the way up to Broadway, but if you cut over to the west on "J" Street you will come to the Horton Plaza mall (named after one of the city's founding fathers). Horton Plaza is a "regular" shopping mall in terms of

the stores it offers (Macy's, Nordstrom, Mervyn's, etc.), but there is nothing "regular" about its architecture! It is a very eclectic mall and one worth seeing. Be careful to note where you are on occasion, because it is easy to get lost. This is particularly true if you rent a car and drive to Horton Plaza! It has a multi-level parking garage and each level is marked by a fruit, so don't forget your fruit!

From Horton Plaza, exit to the north and go across Broadway to one of the old Grand Dames of San Diego hoteliers – The U.S. Grant. It has a beautiful lobby characteristic of the early 1900s. From there, continue west on Broadway, heading back to the bay. Many years ago, this area used to be "sailor town",

and its primary vendors were bars, strip joints and tattoo parlors. It has been cleaned up, er, sorry, redeveloped considerably, and is now the site of several interesting office towers. A few blocks west of the U.S. Grant is the terminus of the San Diego trolley – which also houses the San Diego Museum of Modern Art. It ain't the Mona Lisa, and sometimes I wonder if it really is art, but everyone to their own taste. Continuing west is the last stop on the walking "tour", the old Santa Fe railroad depot. It is now used by Amtrak and various commuter trains. From what I understand, they are planning on putting some kind of a museum in the old baggage section of the depot, so that could be open by the time of the reunion.



## SHIP'S STORE NEW ITEM



**Genuine Zippo™ 1.5" Brushed Chrome Lighter. Reproduction of the Ship's Lighter used in the 1960's, complete with accurate ship's profile and the Turner Tiger Logo!! Surfaces are clear coated to preserve artwork.. Tiger Logo is orange, black, gray and blue. Ship profile is in black, blue and red. I wish we printed in color. The logos are beautiful!! Even if you never smoked, it's a GREAT souvenir. Lighters are \$15 with shipping included. Order yours from Carl Ackerman, 7436 Daisy Cir., Macungie, PA 18062. Ph: (610) 398-0145. Please make check payable to Carl Ackerman.**

