

# Turner Times



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WEBSITE: WWW.USSTURNER.ORG

NOVEMBER, 2005

## PHILADELPHIA WAS GREAT

By Dave Bodendorf,  
ETN2, '57-'59

Philadelphia, what a surprise! Many of us thought “dirty and dangerous”, but we experienced “clean and safe”. The location of the Holiday Inn in the Historic District couldn’t have been better. (Note: Next year we’ll be at the Holiday Inn on the Riverwalk in San Antonio, Texas. This also promises to be another great location.) We were able to walk to places we didn’t have time to visit on the Thursday tour; for example, the Philadelphia Mint, The Federal Reserve Bank, Independence Hall and the new National Constitution Center plus a host of other museums and historic buildings. My only complaint with the hotel is that they didn’t have “scrapple” on the breakfast menu. I probably wouldn’t have ordered this strange breakfast meat concoction, but it just seems that it should have been there.

Wednesday night took us to Lily Langtry’s “World Famous” Showroom and dinner theatre. My guess is that 99% of the Turner’s attendees had never heard of it, so perhaps it’s not quite “world famous”. On the other hand, it was a great experience. Our “choice” of entrees was chicken, chicken, or chicken, however, it was a good meal and well prepared. The

show consisted of a variety of acts and entertainment. After about 15 minutes, I half expected Ed Sullivan to make an appearance, as it brought back memories of his great variety TV shows of the 50’s and 60’s that I’m sure we all remember. The only thing missing from the Lily Langtry show were spinning plates, trained animals and ventriloquists. The MC was multi-talented and was a great entertainer. Everyone seemed to have a great time. We had a good view of Boat House Row, home to several crew teams, in the daylight hours on the way to Lily Langtry’s and were treated to their dazzling display of lights on the return to the hotel.

Thursday we boarded the buses for a very informative tour of Philly’s historical sights. We didn’t have enough time to stop at all of them, but we were able to spend time at Congress Hall, see the Liberty Bell, and historic Christ Church, where several of the signers of the Declaration of Independence and the Constitution worshipped and are interred. We lunched at the Reading Terminal, a place where a multitude of cuisines were available. I opted for my first authentic Philly Cheese Steak, certainly not heart-smart, but delicious never the less. The afternoon continued with a stop at the

Betsy Ross House where I learned that Betsy, as well as sewing our flag, had a multitude of children and husbands, one of whom blew himself up. We also visited Penn’s Landing, Society Hill, and the beautiful Ben Franklin Parkway, a boulevard lined with the flags of many nations. At the end of Ben Franklin Parkway is the impressive Philadelphia Museum of Art. The stairs of the museum were made famous in the first “Rocky” film. I was tempted to run up the steps “ala” Sylvester Stallone, but fortunately for me, common sense took over. I did observe that one of our plank owners, John Byron, did make it to the top, although I don’t know if he raised his fists and yelled “Yo, Adriane” at the top. We also had a great tour of the mothball fleet housed at the old Philadelphia Navy Ship Yard. There’s not much Navy there anymore, but was very interesting to see these once great ships rusting away at their moorings. It was sad in a way and very nostalgic. I would have rather seen the Turner there, rusting away, than the scrap metal she became.

I didn’t attend the Friday tour of the Seaport Museum and the battleship New Jersey, but those that I talked to felt it was very worthwhile.

*(Continued on page 5)*

**Our hearts, prayers and hopes are with our shipmates and their family members who were victims of Hurricanes Katrina, Rita and Wilma.**

## TIME FOR ANNUAL DUES

Our Association only has three ways to raise funds to continue our good work: holding reunions, selling items from the Ship's Store and soliciting dues from our members. Our reunions are not big money makers, with some like Savannah and San Diego losing money. The ship's store also provides cash for us to operate, but we price our items very close to our cost. That brings us to annual dues.

As a reminder, we do not exclude anyone who wants to participate in our association and we have kept our annual dues at \$20 and voluntary. We keep ALL shipmates on our mailing list, send ALL of them the newsletter and they are ALL eligible to attend reunions, whether or not they pay dues. As a reminder, dues cover the "year" between reunions, and NOT a calendar year. As we put the Philadelphia reunion to bed, it's time to ask for your support again.

During this past year, we added another 43 shipmates to our roster. Additionally, we continued to improve the "Turner Times" and redesigned our entire website to keep the memory of our ships alive and let all of our shipmates, and their families, know the news of our association. These efforts, along with the rest of our association's business, cost money.

During the 2002-2003, 17.3% of our shipmates paid dues. In the 2003-2004 year, that increased to 19.5% of shipmates. This past year, we continued that 19.5% pace with 247 shipmates paying dues. A big "Bravo Zulu" and keep up the good work.

Please unlock that wallet or checkbook and mail your \$20 annual dues to Joe Stepanek at 9372 Duff Ct., Ellicott City, MD 21042. We realize many of you are on a fixed income and others may have more than one reunion association looking for dues. If \$20 is too much, send whatever you can so we can continue to keep alive our memories of our ships.

## FROM THE OF THE PREZ

Hello everyone, this is my first turn out of the gate so bear with me.

In all aspects the 14<sup>th</sup> Turner Reunion in Philadelphia was a resounding success. The reunion may have been one of our smaller ones, but I believe it was attended by a very enthusiastic group of shipmates, spouses, and guests. We were blessed with wonderful weather and the hotel was located in a great location directly in the middle of the historic district.

The trips were well planned and enjoyed greatly. Lily Langtry's Showroom Wednesday visit was very entertaining and the food was excellent. On Thursday, during the trip around the city we were treated to many fine points of interest and the trip on Friday to the Independence Seaport Museum provided much information of the history of the seaport of Philadelphia. After leaving the museum we took a short ferry trip across the Delaware River to visit the Battleship New Jersey.

I believe a highlight of the Reunion was the trip on Saturday to Valley Forge National Historical Park. The visit provided information on the history of America's independence and revolution that is not always in the forefront. If you did not go, you missed out on a lot of history brought to life. Saturday evening was the banquet; the food was wonderful and the evening was entertain-

ing but, at the end, as always we say "so long" until next year.

In our free time we were within walking distance to many historic sites and able to avail ourselves to sample many of the great eating establishments. The Philly Cheese Steak sandwich was investigated and taken home in a few of our waistlines as a memory.

At our reunion we were host to the two daughters of Captain Richard N. Antrim: Judy Antrim Layton and her husband Leonard and Nancy Antrim Walker and her husband Bill. We were also honored to have Judy Shingleton, the widow of Tom Shingleton our former Webmaster, with us for the reunion also.

Our next reunion will be in San Antonio, Texas and I am looking forward to going. If you are reading the Turner Times and have not attended a reunion, please consider doing so. You may not be with the shipmates you knew on the Turner but the folks you will meet will become your friends and you will share many stories and memories for years to come. Then again, you may renew some old acquaintances from years past. We look forward to seeing you in Texas in 2006. You will be glad you came.

— Grant

## MORE CHANGES AT THE TOP

Every two years, at the Reunion's Business Meeting, we elect and confirm the officers of your association. This year, Joe Stepanek was confirmed at the new President, Grant Wilcox moved up to 1st Vice President and Jerry Weitz was nominated and confirmed to hold the office of 2nd Vice President. Additionally, the permanent office holders of Secretary (Shanaberger), Membership Director (Varley), Chaplain (Ackerman) and Treasurer (Quinn) positions were reaffirmed, as the current incumbents haven't screwed up too badly. Nothing out of the ordinary so far.

After the elections were closed and the meeting was over, Mike Quinn, who has been the Treasurer since the beginning of our Association, indicated that he wanted to be relieved as Treasurer. Mike has been

an exemplary officer and has done an excellent job as our one and only Treasurer. We were reluctant to accept his resignation, but Mike convinced us he was serious.

As the officers present discussed Mike's resignation, it was apparent that Joe Stepanek, seeing a greater need that the Association had beyond his filling the office of President, volunteered to forego his term as President and step into the permanent position as Treasurer to relieve Mike. We all thank Joe for his dedication to the Association.

That being done, the other elected officers also moved up a notch and the position of 2nd Vice President will remain unfilled until next year's reunion. So if any of you would like to help support our Association by serving as 2nd Vice President, start your campaigns now!

## \$ 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 — \$16.
- ▶ Mesh polo shirts embroidered with Turner logo. Colors: Red, White or Navy Blue. Sizes M to XXL. All sizes come with a pocket — \$35. Sizes 2XL to 3XL — \$40.
- ▶ Sweat Shirts embroidered with Turner logo. Colors: Navy Blue or Gray. Sizes M to XXL — \$45. Sizes 2XL to 3XL — \$50.
- ▶ DVD of 1961 Med Cruise photos — \$10.
- ▶ Denim Shirts: Short sleeve, light blue with dark blue Turner Logo. Sizes M to XXL — \$45. Sizes 2XL to 3XL—\$50.
- ▶ 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.



# OUR TURNER TIMES

## WHAT WE REMEMBER ABOUT OUR TIME ON BOARD

By Nils Rueckert, '58-'62, LT

### Christmas 1958 in Monaco

Shipmate Mel Edwards and I, and our wives, had lunch together in May while he was on a visit to California from Missouri. This inevitably brought reminiscing about Turner days in the late 1950s and our skipper, Captain McMullen. The recent passing of Prince Rainier of Monaco prompted me to recall Christmas Eve in that port-of-call in 1958.

Turner had sailed into Monaco with our sister ship USS K.D. Bailey for two weeks over the holidays, a wonderful respite. I had the quarterdeck watch Christmas Eve as Captain McMullen returned, quite moved, having celebrated Christmas Eve Mass with Princess Grace and Prince Rainier at the royal palace. Despite suffering from a bad cold and the lateness of the night, he stayed up to immediately record his experience in a letter home to his family.

There are other memories of that visit to Monaco too. The Onassis yacht was tied up in the harbor and I recall Supply Officer Bill Toohey and others who managed to finagle a visit aboard. Dave Buck would be quick to recall an embarrassing incident, which will go unexplained here, that resulted in me returning from a shore leave with a black eye!

Over New Year's, some 17 of us made a 3-day ski trip up to a place called Auron in the French Alps. Few, if any, of us knew how to ski, but most of us learned quickly, and we most certainly enjoyed the après ski night life. The last day on the slopes found ET2 Fred Scheper and me on the big slopes when a heavy snowstorm hit and the trails were almost obliterated. I had terrible thoughts of this new ensign missing the ship, which was due to sail the next morning, but we made it back to the bus on time for the trip back to Monaco. Some of the shipmates I recall being with us included SN Lloyd Kelley, ETSN Dave Morris and SN George Wanglund.

This was my first ship, my first Navy skipper and my first Med cruise. Upon commissioning, I had asked for a destroyer out of Newport, deploying

very soon to the Med. I wanted to begin with deck plate at-sea experience right away. Turner sure fit the bill.

I ended up serving 4 years aboard, going from "boot" ensign to full lieutenant and senior watch officer, experiencing two Med cruises, three homeports (Newport, Mayport, Brooklyn for the FRAM overhaul), four skippers (Captains McMullen, Ditto, Locke and Stronski) and two department head jobs (Gun Boss and Chief Engineer).

USS Turner was a very memorable and rewarding beginning of my Navy career, and the friendships that started over 45 years ago have endured. I've always been grateful to Dick Shanabarger for beginning the Turner Reunion Association and reuniting so many of us again. It has certainly enriched my life.

By Jack Teegarden, '62, SA

I served on the Turner for a very short period during 1962. As I remember it, I joined the Turner crew in March or April, 1962. I believe we were in Mayport, FL or went there from Portsmouth, VA shortly after I came on board. On June 4, 1962, we pulled out of Mayport for a shakedown cruise in preparation for a tour in the Mediterranean. I remember the date so well because it was my 21st birthday. In the early morning of June 27 we found ourselves in the midst of a bad storm. I was awakened by the executive officer along with several other "volunteers" and "asked" to go up on the bow of the ship and secure the port anchor, which had come loose.

We were topside only a few minutes when suddenly the bow of the ship was completely covered by a huge wave. Obviously we were washed towards the back of the ship. Unfortunately my head met with the forward 5" gun mount. Miraculously I wasn't washed overboard, nor were the others that were with me. I did suffer severe head injuries and facial lacerations. It was decided to have me air lifted by helicopter to the USS Enterprise which was only 50 or so miles away.

I was placed in a wire stretcher with flotation gear all around it. When the

helicopter arrived it took many attempts to try and hook the wire hook from the helicopter to the stretcher. As you can imagine, the ship was going up and down with the waves, which were 20 to 30 feet high. When they finally made the connection, the stretcher was raised up to the helicopter but unfortunately it wouldn't enter the opening because it was too wide. Rather than try to set the stretcher back down on the Turner, they took off to the Enterprise with me hanging in the stretcher. I must say this ride exceeded anything at an amusement park.

They kept me on the Enterprise till the next morning and then flew me into the Portsmouth, VA Naval Hospital where I underwent facial surgery and spent the next 60 days recovering. After discharge from the hospital, I was reassigned to the USS Little Rock where I finished my active service. What I would like to find out is if any of our readers of the Turner Times or members of the association remember this incident. In my few short months on the Turner, I did make friends and would really like to hear from them or see them at a future reunion. Commander Stronski was our skipper at the time. After the accident, I wrote to Commander Stronski asking him if I could be assigned back to the Turner. He responded with a nice letter from the Med explaining that it would not be possible as they had a full crew when they left the USA. I kept the letter all these years. Is Commander Stronski still alive and well? (Ed. Captain Stronski lives near Norfolk and he describes his health, unfortunately, as "poor.") The October 2002 issue of the Turner Times has a picture, provided by CDR Stronski, of the Turner being refueled in the Med on August 14, 1962. Had it not been for the accident, I would have been on board when this picture was shot. Thanks for helping me with this search. I don't remember my division but obviously I was a seaman apprentice deck hand. Regards,

Jack Teegarden  
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Cincinnati, OH 45241  
Ph: (513) 777-1058  
Email: jteegarden@fuse.net

## PHILLY WAS GREAT – CONT.

(Continued from page 1)

There were some comments about seeing one battleship too many, but you didn't hear this from Captain Pauly, who can't seem to get enough of them.

Saturday morning we had a very lively business meeting, as is always the case when Carroll Huffines attends! The new officers were shoe-horned in, and Washington, DC was chosen as the location for the reunion in 2007.

Saturday afternoon we toured nearby Valley Forge, the famous winter headquarters of George Washington during the Revolutionary War. It is hard to imagine what those troops endured during their stay there.

The banquet Saturday evening was great as always. Fortunately, I choose the best entrée of the 3 choices, a Chilean sea bass. I learned that several people avoided this choice because of the belief that being Chilean would mean it was spicy. Ed and Ratana Wielgus and Bernie and Barb Sciarpelletti entertained us with their Arthur Murray moves on the dance floor. And, of course, the highlight of the evening was the annual chorus line of the "Turnerettes". These gals still have some "kicks" left in them.

All in all it was a great reunion with many new memories to be cherished. It wasn't the largest and it wasn't the smallest (Ed.- 104 Attendees). We're always looking for ways to entice more people to attend, so if you have any thoughts on how to attract more people, please write, email, or call us, or post your ideas on the Turner website's Guest Log. The first reunion is always the toughest because you don't know exactly what to expect. You will find it's easy going and enjoyable, even if there aren't many of your shipmates from your Turner years in attendance. You should also note that it's not a requirement to attend any of the tours.

You can pick and choose as you see fit. If you just want to attend the banquet, that's okay too. Attend one day or as many days as you like and your budget can afford. By the way, at this year's reunion we had the ship's wheel, last jack, commissioning plaque, a life ring and other pieces of Turner to view and touch. It was a special treat to see, at least, some parts of the old girl!

I'll be looking forward to San Antonio to welcome back shipmates I haven't seen in a while. And, yes, I'm talking about you Nils, Mel, Joe B and Larry B. I'll be even happier if I see many new faces attending their first Turner reunion. Come on down!

### SPECIAL NOTICE

#### E-Mail Rosters

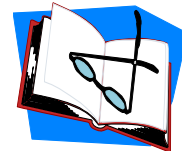
**For those shipmates who wish to get a roster of those who have email addresses, please send an email to Pete Varley, with the subject line of Turner Email Roster, and he will send a list to you by return email. His email address is:**

**[petevar834@sbcglobal.net](mailto:petevar834@sbcglobal.net)**

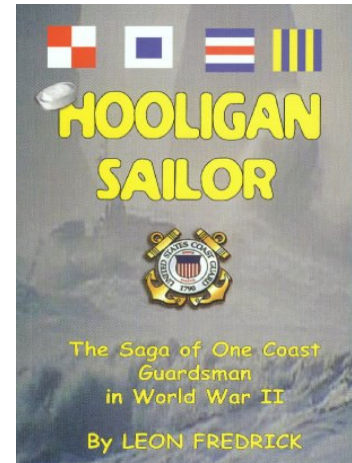
#### Additional Reunion Coffee Cups

**There are a few remaining coffee cups from the Norfolk Reunion of 2004. If you need to replace yours, or want another, send Dick Shanaberger \$7.00 and he will mail one to you. His address is 2130 Salisbury St., York, PA 17404.**

## BOOKS OF INTEREST



By Pete Varley, DC2, '66-'69



Hooligan Sailor: The Saga of One Coast Guardsman in World War II by Leon Fredrick

Leon Fredrick is one of the men who was aboard Coast Guard Cutter CG-83306; the first ship to respond and on scene when DD-648 exploded.

Leon contacted me a few years ago, when he was first thinking of writing a book about his time in WWII, because he needed information about the DD-648 disaster. I put him in contact with several of our DD-648 survivors so he would have first-hand information. He devotes 25 pages to this defining moment in his life and theirs. It's a great book!!

Hooligan Sailor can be ordered directly from Leon for the cost of \$10 per book, postpaid. You can contact him at 109 Oxford Dr., #4, Branson, MO 65616. His phone is (417) 334-1973. I'd recommend this book to anyone.

# ONCE I WAS A NAVYMAN

By E. A. Hughes

**Editor's Note — We have published this before, with some modifications, as "Reflections of a Blackshoe" by someone who claimed to be the author. Since then we have discovered the truth and found the real author and the man who wrote and copyrighted this poem as "Once I was a Navyman." Guess what? He is a former Turnerman who served aboard from 1960 to 1962 as an FT2!! I guess Turner inspired us all. We are proud to republish his work and let Edward tell you a little about how this piece came to be.**

I like the Navy. I like standing on deck during a long voyage with sea spray in my face and ocean winds whipping in from everywhere - the feel of the giant steel ship beneath me, it's engines driving against the sea is almost beyond understanding. It's immense power makes the Navyman feel so insignificant but yet proud to be a small part of this ship, a small part of her mission.

I like the Navy. I like the sound of taps over the ships announcing system, the ringing of the ships bell, the foghorns and strong laughter of Navymen at work. I like the ships of the Navy - nervous darting destroyers, sleek proud cruisers, majestic battle ships, steady solid carriers and silent hidden submarines. I like the workhorse tugboats with their proud Indian names: Iroquois, Apache, Kiawah and Sioux - each stealthy powerful tug safely guiding the warships to safe deep waters from all harbors.

I like the historic names of other proud Navy Ships: Midway, Hornet, Princeton, Sea Wolf and Wasp. The Ozark, Hunley, Constitution, Missouri, Iowa and Manchester, as well as The Sullivan's, Enterprise, Tecumseh and Nautilus - all majestic ships of the line. Each commanding the respect of all Navymen that have known her or were privileged to be a member of her crew.

I like the bounce of Navy music and the tempo of a Navy Band, "Liberty Whites" and the spice scent of a foreign port. I like shipmates I've sailed with, worked with, served with or have known: The Gunners Mate from the Iowa cornfields; a Sonarman from the Colorado mountain country; a pal from Cairo, Alabama; an Italian from near Boston; some boogie boarders of California; and of course a drawing friendly Oklahoma lad that hailed from Muskogee; and a very congenial Engineman from the Tennessee hills.

From all parts of the land they came - farms of the Midwest, small towns of New England - the red clay area and small towns of the South - the mountain and high prairie towns of the West - the beachfront towns of the Atlantic, the Pacific and the Gulf. All are American; all are comrades in arms. All are men of the sea and all are men of honor.

I like the adventure in my heart when the ship puts out to sea, and I like the electric thrill of sailing home again, with the waving hands of welcome from family and friends waiting on shore. The extended time at sea drags; the going is rough on occasion. But there's the companionship of robust Navy laughter, the devil-may-care philosophy of the sea. This helps the Navyman.

The remembrances of past shipmates fill the mind and restore the memory with images of other ships, other ports, and other voyages long past. Some memories are good, some are not so

good but all are etched in the mind of the Navyman, and most will be there forever.

After a day of work, there is the serenity of the sea at dusk. As white caps dance on the ocean waves, the sunset creates flaming clouds that float in folds over the horizon - as if painted there by a master. The darkness follows soon and is mysterious. The ship's wake in darkness has a hypnotic effect, with foamy white froth and luminescence that forms never ending patterns in the turbulent waters. I like the lights of the ship in darkness - the masthead lights, the red and green sidelights and stern lights. They cut through the night and appear as a mirror of stars in darkness. There are rough stormy nights, and calm, quiet, still nights where the quiet of the mid-watch allows the ghosts of all the Sailors of the world to stand with you. They are abundant and unreachable, but ever apparent. And there is always the aroma of fresh coffee from the galley.

I like the legends of the Navy and the Navymen that created those legends. I like the proud names of Navy Heroes: Halsey, Nimitz, Perry, Farragut, McCain, Rickover and John Paul Jones. A man can find much in the Navy - comrades in arms - pride in his country. A man can find himself and can revel in this experience.

In years to come, when the Sailor is home from the sea, he will still recall with fondness the ocean spray on his face when the sea is angry. There will come a faint aroma of fresh paint in his nostrils, the echo of hearty laughter of the seafaring men who once were close companions. Now landlocked, he will grow wistful of his Navy days, when the seas were the largest part of him and a new port of call was always just over the horizon.

Recalling those days and times, he will stand taller and say: "ONCE I WAS A NAVYMAN !"

E A Hughes. FTCM(SS) , USN (Retired) - Copyright 1958, 1978

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Hi Pete:

You certainly may publish "Once I Was A Navyman" in the Turner Times. It would be my pleasure to see it presented there.

I wrote "Once I Was A Navyman" in 1958 while attending Denver University, as an English 102 assignment. This was after my first hitch in the Navy, and in less than a year I was back in the Navy and served another 20 years. I felt the need to say something more about my experiences in the Navy for those 20 years, so I updated my original " Once I Was A Navyman" to reflect my experiences of 20 more years Navy service.

*(Continued on page 7)*

**Final Roll Call**

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

Backman, Richard	61-65	RD2
Hadik, George J.	45-46	WT2
Lesner, Frederick E.	45	XO
Momberger, Edwin W.	55-57	QMSN
Norton, Leo D.	45-47	S1c
Rutledge, Thomas F.	45-46	LT(jg)
Sczyglinski, Joseph	46	S2c
Spikes, Oscar M.	60-61	BT2
Thompson, Jack T.	45-46	ENS

**NAVYMAN—CONT.**

*(Continued from page 6)*

This included many of the ships that I, or other men that I had known, served on. Along with their ships names, I also tried to include the area of the country that these men came from. I have had at least three phone calls or letters from men who felt that I wrote "Once I Was A Navyman" just for them. I was extremely pleased with that response.

I did not think much about my efforts in writing and revising "Once I Was A Navyman" until I had been retired from the Navy for twenty some years. I first went on the Internet a little over 3 years ago and was trying to locate old shipmates because I had found some Navy ship sites, and many of these sites listed crew members. I also found that many of these sites carried my work "Once I Was A Navyman" but the sites would attribute this work to "Author Unknown" or "Anonymous." I had not obtained a registered copyright for my work. I had no intention of doing that in 1958 or 1978 when I revised "Once I Was A Navyman." I had to make the assumption that some individual from Denver University liked what I had written originally and started passing it around from place to place. But this individual did not take credit for this work. And many old Sailors that saw it altered the contents and sent it to someone else. Some folks even changed the name but the substance remains basically the same.

Very Respectfully  
E. A. Hughes  
FTCM(SS), USN (ret)

# Mail Call

**LETTERS TO THE EDITOR**

Dear shipmate:

Your excellent newsletter is one I enjoy reading, even though most of the shipmates mentioned served much after the shakedown and subsequent visits to several US ports. It also a very fine printing job - the one from the ship on which I served for three years - 1365 HUGHES, DD 410 - looks very much less professional.

Now, I certainly don't want to carp and write only when I have a criticism (apart from the article you printed) but the June 2005 issue Page 6 contains several things about which I want to comment. The middle picture on the first line on pg. 6 is not very clear on my copy. (Ed. - It was made smaller than the same photo you sent in order to fit it with the others on the page.) I think I have sent the paper a copy in which all the officers are identified. (Ed. - John's photos are shown with all the personnel identified. In addition, he has identified the following officers in the first of Lyman's photos. L to R, Lt Braxton Hill of Virginia, 1st Lieutenant; Lt. Richard Yeager of Michigan, Communications Officer; and Lt. Reeve, Engineering Officer.) It was taken the day we were detached, Oct 29, 1945. The other pictures in that group were taken when TURNER was on display for Navy Day in Lake Charles, LA, not Baton Rouge. USS POMPON, a sub, was also on display. The turnout for the event was enormous.

Lyman Payne reports TURNER was between Midway and Tokyo when the war ended. He may be thinking of the treaty signing. On the August day when the war ended, TURNER returned to Guantanamo after one of the shakedown cruise tests. We moored beside a sister ship of the division (possibly THOMAS), and when we got the news, jubilation set in. TURNER got into a water fight with firehoses with our sister ship. The 40mms were exposed, and we managed to get them covered to save them from the water, and I couldn't get the fight stopped. Therefore, I went to the bridge where Capt Rittenhouse was and asked him to stop it. He just smiled and said, "Let them enjoy themselves." I went down and with a shipmate raised the water pressure, and we swept the adversaries off their own deck. The ship did leave Lake Charles for Tokyo, without those three smiling Lieutenants, who went HOME to their wives.

Keep up the good work. You surely know that memories are poor sources for facts. I check all my HUGHES shipmates by having the ship's log for all the time I was on board, available from the Naval Archives for a fee.

John Reeve

**A Special Thank You:**

I would like to thank all who attended the USS Turner Reunion for helping me have such a good time at the Reunion this year. The Turner Reunion was very special for Tom. He looked forward to seeing everyone each year and thought of you as family. Because of his health, he didn't get to go last year and then in October 2004, as many of you know, he passed away. Pete Varley invited me to go this year and I wanted to try to complete Tom's wishes to attend. I was a little apprehensive about coming by myself, but you all were so wonderful to me and made sure I had someone to go eat with and sit with on the bus and chat with. Your friendship and caring touched me greatly. I also feel like you are family and wanted you to know how grateful I was for all your tender care. Lord willing, I plan to attend next year also and look forward to seeing you all then. God Bless you all and take care of you until we meet again.

Love you all,  
Judy Shingleton

