

Turner Times



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WEBSITE: WWW.USSTURNER.ORG

Nov, 2009

ANOTHER GREAT TURNER REUNION

BY MIKE MANIA '53-'54

To those TURNER crewmen and their wives who regularly attend these wonderful reunions, reading the above headline should come as no surprise. The recent gathering in Savannah, Georgia, by seventy-two members of the TURNER family and their wives and friends, is a testament as to how great our get-togethers truly are. And, that in itself, is a bonafide tribute to the hard work and dedication our fantastic Reunion Association Committee, and that most assuredly includes their wonderful, helpful, patient wives, puts forth in order to make our reunions the very best that can be had year after year. Great work, all.

Festivities began on Monday, September 14, with registration from one to five p.m. During that time, the Hospitality Room was open on the fifteenth floor of the Hilton Savannah Desoto Hotel. Here, old friends were cheerfully greeted while new friends were made, gladly welcomed and accepted. A much enjoyed addition to this Hospitality Room was the spectacular two hundred and seventy degree view of the city of Savannah and the Savannah River with boats traversing in two directions--coming in and going out. What a beautiful sight.

The cash bar was opened at six in the evening and I'm happy to report the deportment of our ex-crew members was beyond reproach. The Shore Patrol was not necessitated!

Between the hours of seven-thirty and nine-thirty, a three entrée buffet was enjoyed by those in attendance. The menu consisted of broiled chicken, sliced beef, baked cod; bean, pasta and garden salads; assorted vegetables, rolls, butter, coffee and ice tea. Not to be forgotten was the dessert table that was covered with assorted delicious pies and cakes that were rapidly devoured after the main course. The entire buffet was something to be remembered for a long, long time, as usual.

Lucky winners of the annual buffet drawing received either a beautiful TURNER duffle bag, a bottle of wine or cash money.

Seven first time attendees were welcomed and each in turn introduced themselves to the "Old Timers." Needless to say, they were very warmly received by all. New faces are always welcome and made to feel at home.

At nine the next morning, the tour bus was boarded and a twenty minute ride brought the group to Pooler, Georgia, the home of the Mighty Eighth Air Force Museum. This museum houses a plethora of World War Two memorabilia and exhibits, plus, it notes the extraordinary accomplishments of all sections and divisions of the Mighty Eighth Air Force as an outstanding individual unit of what later became part of the United States Air Force.

The tour through the museum was

a history lesson that will remain indelibly etched in many of our minds because we learned so much more than we knew before we entered the building. The harrowing stories we heard and saw in the mini theaters are part of our American history that must never be forgotten!

The visit to this hallowed edifice was extra special to me. I had an uncle who was a ball turret gunner on a B-17 that was shot down on its twenty-fifth and final mission. Luckily, all ten crew members were able to bail out of the burning aircraft and were immediately captured by a German patrol as soon as they hit the ground. My uncle spent nine months as a prisoner of war in Stalag Luft Three. Going through that museum gave me a better understanding of what he and thousands of our flyers went through. My uncle never spoke about his harrowing experiences.

After a brief ride back to Savannah, the tour group had the afternoon and evening open to do as they wished. Lunch and dinner were on our own and many spent their free time sight-seeing in and around Savannah. There was never a lack of things to see or places to visit. Savannah is a tourist's delight.

Wednesday, the tour bus departed for a city wide excursion that lasted half a day. The city is rich in proud history and culture. Garden-like pub-

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\$ 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.
- ▶ USS Turner Auto license plate frame is polished chrome plating over a zinc die casting. The letters "U.S. NAVY" are on the top of the frame and "USS TURNER DD/DDR 834" is on the bottom of the frame. These letters are also in polished chrome plate with a painted navy blue background. This license plate frame is legal in all 50 states. See photo in column 3— \$18.00
- ▶ Denim Shirts: Short sleeve, light blue with dark blue Turner Logo. Sizes M to XXL — \$50. Sizes 2XL to 3XL— \$55.
- ▶ 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.

Ship's Store continued in column 3

FROM THE OF THE PREZ

Greetings from Sunny Vicksburg, Mississippi.

We are only about 200 miles up the river from our next port of call and are looking forward to showing off the new "New Orleans". Once again, Savannah proved to be a very gracious host city for our just completed reunion. The tours were well organized and enjoyed by everyone. The De Soto Hotel proved once again a most welcome and gracious host.

We extend special THANKS to all TURNER men and their spouses who had any part in the planning. These reunions cannot be successful without them. It is also somewhat a failure without the crew and lovely spouses. Thanks for the good turnout.

The Hospitality Room up in the penthouse provided an excellent view of Savannah and the surrounding coastal country. It also proved to be a welcome gathering place. Sure were a lot of old war stories recalled along with old friendships renewed and new friendships made.

New Orleans has been selected as the host city for our 19th reunion. The dates are from Monday, September 27 thru Friday, September 30, 2010 *The Doubletree Hilton has been chosen as the headquarters. The committee has yet to choose the organized tours. You will be hearing more details after the first of the year.*

I even heard a rumor that Captain Pauly accepted a "key to the city" on behalf of the TURNER back in 1968. If he can find that key and bring it to the reunion, no telling what doors might be opened.

.As you can see, plans are already being made for the next reunion. It's time for the crew to be planning on joining us next September, 2010.

See you in 2010, and may all have a joyous holiday season.

----- Roy

•THAT'S A LOT OF ROPE•

In World War I, the North Sea mine-barrage required 84,000,000 feet (16,000 miles) of wire rope.



- ▶ Turner Desk Clock- Mahogany simulated wood finish 4.5" X 5.5". Quartz clock movement. Laser etched brass plate w/ USS Turner history opposite clock face. Gold USS Turner name imprinted below clock. See clock photo bottom of column. — \$55

USS Turner License Plate Frame



Desk Clock a great gift !



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lic squares abound in the historic section of the city and the waterfront area is quite quaint and exceptionally picturesque.

This tour also included admission into one of Savannah's most famous and historic mansions-- the home of Juliette Gordon Low who later in life became the founder of the Girl Scouts.

Again, the afternoon and evening was free time to do with as we wished.

Thursday was the last day of the reunion. It started with the business meeting at nine a.m. and a brief welcome and some added remarks by outgoing Association president, Bernie Sciarpelletti.

Next, Treasurer Joe Stepanek read the treasurer's report. The Association did have some money left from last year's reunion, but Joe made a plea for more members, to please, if at all possible, pay some dues. This is strictly a voluntary thing and whether you pay or not, if your name is on the roster, you will receive the TURNER TIMES. Printing and mailing the TIMES is the Association's biggest expense.

Normally, Dick Shanaberger would give the Secretary's Report. However, Dick was at home and ill, and for the first time since he started the TURNER reunions eighteen years ago, he could not be in attendance. He was sorely missed. Grant Wilcox filled in for him and is gradually replacing Dick in many of his duties-- and doing a fine job.

The next item on the business agenda was the selection of the two succeeding sites for the TURNER reunions. Subsequent to a few suggestions from the floor, and following a discussion on each offering, New Orleans, LA, was chosen for the 2010 festivities with Buffalo, NY, becoming the city of choice for the 2011 gathering. I have already seen the itinerary for possible tours avail-

able for both cities and will only say, start making your plans now to attend both reunions. You will have the time of your life. And while we are on the subject of the city of Buffalo, you might consider the need for a passport if you intend to see Niagara Falls from the Canadian side, which is the most striking view of the Falls.

A brief discussion ensued concerning what days of the week were most beneficial to have the reunions. It was determined unanimously that weekdays seemed the best for travel as well as financially. Room rates were much more expensive on weekends. So, as of now, the reunions will start on Monday and end on Thursday with farewells and departing on Friday.

Nominations and election of officers consisted of Roy Turcotte moving from 1st VP to president; Henry Turner was upgraded to 1st VP from 2nd VP and Ernie Loos was nominated and elected to the position of 2nd VP which he graciously accepted. Now, all positions are once again filled. Bernie Sciarpelletti was awarded a beautiful plaque for his dedication and service as president of the TURNER Reunion Association Committee.

Collection of dues was the last item on the business agenda followed by adjournment. The rest of the day was free time given over to relaxing, exploring the city, or just enjoying the fine camaraderie that is always present in the Hospitality Room.

However, everyone began to assemble back at the hotel by 5:30 in order to take pictures for the TURNER Memory Book. The cash bar was opened at six and a marvelous dinner was enjoyed by all at seven-thirty.

The attendees at this year's reunion were honored to have three special guests in their midst. One was Alex McDonough, the grandson of former Executive Officer, Vince McDonough. Alex was a captain in

the Army Military Police and served one tour of duty in Afghanistan and two in Iraq. He is married and his wife Beth is a first lieutenant in the Army and is serving our country in Afghanistan. We wish her and all our troops a safe and rapid return.

Also honoring the TURNER congregation with their presence at the banquet, were Joseph Southard and his lovely wife, Evelyn. Joe is the son of the late Captain Pemberton Southard who was the sixth commanding officer of the TURNER. It was an honor to have all three guests join us for our eighteenth grand reunion.

The Fifty-fifty prizes given to the lucky winners at the banquet drawing consisted of peanuts, wine, cash money and three prizes of one night's free lodging at the hotel. Congratulations to ALL the winners during the reunion.

The balance of this wonderful evening was spent dancing, mingling and enjoying the company of friends we would more than likely not see for another year.

Friday morning was set aside for last minute farewells and finally, sad departures. Another fantastic TURNER reunion is in the wake. New Orleans will soon appear on the horizon. I'm ready to go right now. How about you?

NOTICE

A CHANCE TO GIVE BACK

Hello, fellow Turner Reunion Association members and families. As you know, we will be meeting in New Orleans, Louisiana next year, 2010. Many families there are still displaced from their homes since Hurricanes Katrina and Rita hit their area in 2005. There is an opportunity for you to help some of these people through the St. Bernard Project in New Orleans. St. Bernard Project is a community-based non

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***OUR* TURNER TIMES**

WHAT WE REMEMBER ABOUT

**Captain Pauly
Remembers
part Four of Six parts**

We completed our training and returned to Mayport to get ready for another six-month deployment to the Mediterranean. TURNER carried only one motorwhaleboat, but when originally built she had two. Many of the crew thought that a second boat was needed. Although gambling is not allowed on Navy ships, I had for a long time permitted gambling nights on board at sea. The Chiefs strictly controlled them, and the ship took a cut from each pot. That money was usually used for charity contributions instead of having those onerous charity drives. Now we used some of it to buy a small jon boat with an outboard motor. We stowed it on deck and named it TIGER CUB and it came in handy during the cruise.

On the Atlantic transit, our Commodore decreed that the variable depth sonar be lowered to its operating depth at all times. That would let us detect any submarine operating below a thermal layer - a sharp change in water temperature, which bends the sonar pulse and hides the submarine from bow mounted sonars. I objected to this when refueling, because if you backed engines in an emergency, you would cut the cable and lose the sonar. It was well known that backing was forbidden with that sonar at depth, and to have that sonar transducer hit bottom was a court martial offense for the Captain the same as a ship grounding. The Commo-

dore overruled my objection. I remembered Captain Justman on my old ship DASH and his dispute with his Commodore - if you cross swords you lose, even when you are correct. So I accepted his decision and lowered the sonar enroute as directed. But when we refueled, I pulled it up to just below the surface. From a distance he couldn't see I was doing it, and it made me feel better.

We also had competitions all the way across the Atlantic. One involved knowledge of SIXTH FLEET publications. We divided the publications and had each man in our CIC team become an expert on one publication. We gathered in CIC and when a question was posed by radio to all ships, the proper expert responded - always first with the right answer. We won every time. Another competition involved the flagship suddenly firing a 5" shell, which exploded in a black puff at an altitude of several thousand feet. The purpose was to see which ship in formation could be first to man and load guns and fire a shell to the same spot. TURNER always won that too, because we kept one gun and the director manned at all times.

After we got to the Mediterranean, we were sent to a port with some destroyers of another division. I was in a club with the Commodore and Captains of the other ships when he asked his Captains to conduct a charity drive the next day for an orphanage he had just visited. He was hesitant to order me to do the same since

I was not in his Division, but I volunteered and stated that TURNER would equal or better his best ship. Next day I found out what they had raised and gave a slightly higher amount from our gambling pot fund. The Commodore wondered how I did so well on charity drives, but I never explained.

Rear Admiral John D. Bulkeley, the Medal of Honor holder from PT boat exploits in World War Two, was now our Task Force Commander riding in the cruiser COLUMBUS. At one point there was a possibility that we would have to evacuate civilians because of hostilities in the eastern Med. He sent a message asking each ship to report how many they could accommodate. I thought about it, and decided my crew would hot-bunk and we would make half of the living compartments available to civilians who could also hot-bunk, and reported a number. Other ships did similar calculations. When he got the reports, RADM Bulkeley chewed us all out saying that the correct answer was "all of them". Fortunately we did not have to do it. The Admiral apparently never forgot his PT boat days. I recall a night replenishment when he was bringing our formation to a rendezvous with an oiler and an ammo ship. They were making about 16 knots toward us, and he was bringing us to them at 25 knots, but because of the size of our formation, he inadvertently had TURNER on a collision course with the oiler. I told my crew on the bridge that we were in a situation where, no matter what I do I'll get chewed out by the Admiral - but I can't let us col-

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lide with the oiler. I reported having a constant bearing on the oiler - a sign of impending collision - but no action by the Admiral. Finally, I maneuvered to avoid and reported leaving station. And I got chewed out as I predicted. He just loved to drive the whole formation like a pack of PT boats. But he was actually a nice man. In the next port he had TURNER tie up alongside COLUMBUS and invited me to go to a meeting ashore with him in his Navy sedan. At the proper time I met him at the car and proceeded to get into the front passenger seat as is proper for the junior officer. He said "Pauly, get in back, I ride with the driver". As we drove off the pier, a nun was begging. He had the car stop and quickly gave her money before I knew what was happening - and then commented on my failure to do so and that he wasn't even Catholic. He was different. He always had a copy of the movie "They Were Expendable" ready to show to guests. It was the wartime movie, Hollywood version, of his PT boat days.

We had a big fleet exercise where TURNER was assigned to act as a Soviet Destroyer and attempt to get in close enough to "sink" the aircraft carrier with an anti-ship missile. Everyone assumed that it was an impossible task, but we left our formation at night, went behind a nearby island close enough to let our radar image be lost from the formation. Then we rigged lights to make us look like a merchant ship at night and also put men over the side and painted out part of the 4 in our

bow number so that from a distance it looked like 831, the number of our sister ship GOODRICH. We came out from behind the island on a typical merchant ship course and speed and went over the horizon from the formation. Next morning we came back in from the other side - away from the GOODRICH - and penetrated the outer screen by sending a flashing light message to the nearest destroyer asking for a morning position - which made them think we were the GOODRICH way out of station trying to get back to the right place. We got in close enough to the carrier and scored a "hit". But now the weather got bad, and we couldn't put men over the side to correct the hull number.

We were ordered into Suda Bay Crete to refuel, and I had difficulty explaining the wrong hull number when we tried to enter that port. We fixed it there.

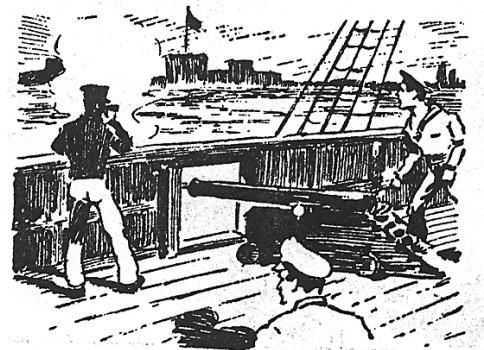
I heard from a staff officer, that the Vice Admiral who was COM SIXTH FLEET had told his staff that if they needed a destroyer to do a job right the first time, send TURNER. We were gaining the reputation 1 wanted for the ship. So sure enough, they gave us the job of going alone to the coast of Syria to collect electronic intelligence. They outfitted us with a van of special equipment for that purpose, and assigned us some technical experts with high security clearances to operate it. We had to steam on one boiler to conserve fuel and we were the only US Navy ship in the entire eastern Med. While on this duty, we had two equipment failures - one was the surface search radar which needed a small gear not in our spare parts allowance, and the other was a broken

spring in a safety valve on a main feed booster pump which would limit our top speed until fixed - and again no spare part in our allowance. You must report these things by what is called a CASREP message, both to let seniors know your status, and in order to get spare parts sent from the USA - and they come by mail. A day or so later, we reported CASCOR to let our seniors know that everything was fixed. COM SIXTH FLEET became curious because he knew where we were and that no parts could have come, so he asked by message how we had fixed both items. I reported that my Chief Engineer, LT Mike Dougherty, had found an identical gear in the wardroom clock, and he had used a spring from a fishing scale in his own tackle box. COM SIXTH FLEET then sent a very nice message congratulating TURNER on "Yankee Ingenuity".

Stay Tuned for the next installment of Captain Pauly Remembers in the next Turner Times Newsletter!

FIRST NAVAL SHOT ° of CIVIL WAR °

The cutter HARRIET LANE fired the first naval shot of the Civil War against Fort Sumter.



A note from Grant Wilcox

This was my first year to do the reunion planning on my own. If you were at this year's Savannah reunion I hope you enjoyed yourself. I received a lot of great support from the De Soto Hilton staff, the Turner executive board and the Armed Forces Reunion organization.

I appreciate all of your patience with me as I now begin my journey onward with the planning of our September, 2010 reunion which will be held in the wonderful City of New Orleans.

The contract has been signed for the Turner DD/DDR834 reunion that is scheduled in New Orleans for 2010. The reunion will be at the Double Tree Hotel New Orleans. The scheduled dates will be Monday, September 27, 2010 thru Thursday, September 30, 2010. Monday will be check-in day and the banquet will be scheduled for Thursday evening. Check out will be on Friday.

Room rates are set at \$102.57 (this includes the 13% tax and occupancy tax)

Parking will be valet at \$20.00 per day.

Tours, places to go see, and banquet and buffet menus will not be scheduled until after the first of the year.

Grant

For you who miss being in the Navy!

30 Ways to Simulate Being in the Navy When You're at Home

1. Lock all friends and family outside. Your only means of communication should be with letters that your neighbors have held for at least three weeks, discarding two of five.
2. Surround yourself with

200 people that you don't really know or like: people who smoke, snore like Mack trucks going uphill, mail and use foul language like a child uses sugar on cereal.

3. Unplug all radios and TVs to completely cut yourself off from the outside world. Have a neighbor bring you a Time, Newsweek, or Proceedings from five years ago to keep you abreast of current events.
4. Monitor all home appliances hourly, recording all vital information (i.e. plugged in, lights come on when doors open, etc).
5. Do not flush the toilet for five days to simulate the smell of 40 people using the same commode.
6. Lock the bathroom twice a day for a four hour period.
7. Wear only military uniforms. Even though nobody cares, clean and press one dress uniform and wear it for 20 minutes.
8. Cut your hair weekly, making it shorter each time, until you look bald or look like you lost a fight with a demented sheep.
9. Work in 19 hour cycles, sleeping only

four hours at a time, to ensure that your body does not know or even care if it is day or night.

10. Listen to your favorite CD 6 times a day for two weeks, then play music that causes acute nausea until you are glad to get back to your favorite CD.

Stay tuned in the next two issues for the remainder ways to simulate being in the Navy when you're home!!

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profit organization headquartered in St. Bernard Parish, Louisiana which is adjacent to New Orleans Lower Ninth Ward, and is a uniquely tight-knit working-class community that suffered catastrophic damage in Hurricanes Katrina and Rita. If you are interested in forming a group of Turner volunteers for three days prior to our reunion, please let Bernie & Barbara Sciarpelletti know as soon as possible. Many arrangements have to be made with the St. Bernard Project coordinator in advance. We do know that accommodations will be rustic as well as inexpensive. NOTE: Participants are responsible for all their own expenses and are asked to bring their own tools if possible. We have suggested clothing hints as well as a complete volunteer information packet if you are interested.

Please respond to Bernie & Barbara Sciarpelletti:

BBSciarp@aol.com

914-631-1184

12 Millbrook Avenue
Tarrytown NY 10591

Final Roll Call

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

Charles Cordova	45-46	F1
James E. De Laforgue	51	FA
Allen G. Engfer	62-65	BT3
Herbert W. Meyer	61-62	RD1
Roy C. Morgan	45-46	S2
George Steiner	45-46	LTJG
Richard D. Thomas	43-44	MM2
Louis D. Walsh	47	F2EM
William H. Watkinson	51	SOSA



BMC Willie Lee King Shown in 1965 while serving on the USS Turner DDR-834

BMC Willie Lee King - was born in Meansville, Georgia. He enlisted in the navy on 13 January 1956, at Macon, Georgia. After boot camp he went to Boatswain Mate "A" school. On 16 November 1956, SA King reported for duty on board the USS Windham Bay CVE 92. On 16 May 1957, he was promoted to SN. When the USS

Windham Bay was decommissioned at the end of 1958, SN King reported on board the USS McDermut DD 677 where he remained until his first re-enlistment ended. On 11 January 1960 SN Willie Lee King re-enlisted at US Naval Station, Charleston, South Carolina. He received a re-enlistment bonus of \$744. On 15 January 1960 he reported on board the USS Massey DD 778 where he was promoted to BM3. He remained until 2 January 1962 when he transferred to the USS Turner DDR 834. While on board the Turner, he was promoted to BM2. On 13 September 1965, his second hitch ended. The next day BM2 King re-enlisted and received a bonus of \$1904. On 12 October 1965 BM2 King became a student at Cargo Handling Battalion One, Williamsburg, Virginia and then went on to the Naval Station at Mayport, Florida for duty where he remained until 15 December 1967. By now he had promoted to BM1. On 29 January 1968, BM1 Willie Lee King reported for duty on board the USS Frank E Evans DD 754 where he was promoted to BMC. BMC Willie Lee King died 3 June 1969 with 73 shipmates when the Evans was cut in half by HMAS Melbourne an Australian aircraft carrier.

Ref: National Personnel Records Center; photo - USS Turner Association

Submitted by Mel Edwards, LTJG '57-'59

Alexander Wright sent the following poem for publication. I was on the ship with Wright and he and his wife were at the same table with Betty and I in Savannah (not Savannah 2009). He goes by a nickname and for the life of me I cannot think of it. Anyway, I think this poem shows us that Wright's men respected him a great deal. It also shows that there is more than one view of making the navy a career. By the way Wright was a Master Chief when he retired. So, you can copy the following and use it when there is space. Mel.

OUR NAVY

I joined the Navy and got put on a can,
And thought it was great till the work began.
We work all day, stand watches all night,
So what sleep we get is a real delight.

We wake in the morning and it is time to turn to,
So we work and we sweat the whole day through.
The hours are long and the pay is small,
But we got a raise so we're having a ball.

Now we have a first class by the name of Wright,
And he works us hard both day and night.
For it's work, work, work you dogs,
And by the end of the day we are as dirty as hogs.
But we don't mind, we're true blue,
We love the Navy, believe me we do.

But when they come around and say "Ship Over,"
I'll laugh in their face, "What? Is this all over?"
Some ship for six, some for twenty,
But for me my boy, there just isn't enough money.

Turn to, turn to, is all we hear,
But I'll stick it out for another year.
For when my times up -- it's home I go,
To a civilian job and civilian clothes,
No watches at night or getting up before light,
No staying at sea for a week or three,
For it's home I'll be. No Navy for me.

Having passed the enlistment physical, Jon was asked by the doctor, "Why do you want to join the Navy, son?" "My father said it'd be a good idea, sir." "Oh? And what does your father do?"

"He's in the Army, sir."

