

# USS TURNER JOY (DD-951) NEWSLETTER

## THE 21MC

Editor: email: [jimc951@hotmail.com](mailto:jimc951@hotmail.com)

Jim Chester, Editor

Patricia M, Assistant Editor

March 29, 2019



**OUR SHIPS MOTTO: TO BE RATHER THAN SEEM TO BE!**



### **SHIPMATE COMMENTS**

#### **Jeffrey Richard, LT, 70-72, Portsmouth, RI**

I would like to commend the crew that made the 2018 Reunion the best ever. Great job! I was so impressed that I have volunteered to try to make the 2020 reunion in Newport, RI equally as successful. The Newport, RI area is a destination for thousands every year. I have been collecting information from the local news that highlights the events within a short distance from the Naval Base in Newport. It is a long and impressive list. The largest Boat Show on the East Coast just concluded. The Newport International Boat Show is held in Mid Sept. I have been thinking that a Sept. event might be a nice option although the local leaves will not have turned. If you want to get a sense of how Navy Newport is, go to the website for the Naval War College and the War College museum. I have arranged for tours of both places with lunch at the Officer's Club. We are early in the planning stage and would love to hear your thoughts.



Look up Battleship Cove in Fall River Mass. The Battleship USS Massachusetts is there as well as other ships to visit. We should be able to have a Memorial service on her fantail. I could go on and on about the many things we can plan for but would love to hear from you with thoughts on what you would like to do when you visit the Newport area.

**Tod Hale, STG3, 66-69, Central Point, OR**

Shipmates, the Turner Joy gift shop has been restocked with all the items that you were interested in and perhaps unable to purchase due to shortages. I have been asked to pass along to you, by the ship's store, that they are ready to take your orders either on line through the Gift Shop website or by contacting them at 1-360-792-2457. Some items, such as the heavy blue/red windbreakers, are still on order but will be available soon. JoAnn Groat, gift shop manager, says thank you for all your support for the ship and the gift shop

For those of you that took pictures at the reunion and would like to have a select few of your own published in our memory book, please send them to me at [hiwaysailor951@yahoo.com](mailto:hiwaysailor951@yahoo.com). There is limited space, so please send only a few. Your memories are our memories, so share what you wish. You may also submit pictures from your time aboard, but again, only a few. Thank you for your help in filling the pages.

**R.B. McClinton, CDR, 65-66, Sequim, WA**

Thank you, Dick Asche, for all that you have done in behalf of every single one of us privileged to have served in USS Turner Joy. BZ.

**Skip Screws, STG1, 75-80, Sun Valley, NV**

Hi and best wishes to all ST's and HT's...

**John Meierdierks, LTJG, 65-66, Mountain View, CA**

I wanted to make the 2018 reunion in Bremerton, but couldn't travel due to wife's health problems. Hope to be available for the next one. Greetings to all TJ Shipmates, particularly those I served with 1965-1966, Best regards, John

**Larry Upton, Sk2, 80-82, Clifton Park, NY**

It was the best duty I ever had! Made Shellback and Golden Shellback, Captain Bianco was the greatest CO ever. The whole crew loved him. He was so respectful!

**PRESIDENTS CORNER**

1. Upon transferring reunion group funds in early November 2018, it was discovered that the IRS had new regulations for unincorporated nonprofit social and veterans' groups and mandatory submission for a Federal Employment Identification Number (EIN) had to be made in order to deposit USS TURNER JOY REUNION GROUP funds. The IRS Federal EIN letter assigning us our EIN number also delineated the tedious and complex IRS conversion process to a 501 (c) 7 regulated unincorporated non-profit tax-exempt Veterans Group, authorized to operate under IRS Rule 501 (a). Under the new IRS Rules, elected and appointed USS TURNER JOY REUNION GROUP officials are required to show greater accountability to the membership and report yearly to the IRS via Form 990 EZ. To date the cash basis fund accounting for calendar

year (CY) has been accomplished to the materially correct basis of Generally Accepted Accounting Principles (GAAP) and the CY 2018 Form 990 EZ has been completed and mailed to the IRS on February 27<sup>th</sup>, 2019 in accordance with the requirements of the Federal EIN Letter. Per the regulatory accountability requirements that have been completed per CY 2018 the following report of membership funds for CY 2018 is disclosed to the membership.

Contributions and Donations	\$ 1,210.00
Membership Dues	\$ 3,640.00
Interest Income	\$ 1.00
2018 Reunion Income	<u>\$24,327.00</u>
<b>TOTAL REVENUE</b>	<b>\$29,178.00</b>
2018 Reunion Costs	\$28,049.00
Printing, Newsletters, Postage Costs	\$ 2,839.00
Bank Charges and other Misc. Costs	<u>\$ 262.00</u>
<b>TOTAL EXPENSES</b>	<b>\$31,150.00</b>
<b>EXCESS OF EXPENSES OVER REV</b>	<b>\$ 1972.00</b>
NET MEMBERSHIP FUND BAL 1/1/18	\$10,565.00
EXCESS OF EXPENSES OVER REV	(\$ 1,972.00)
MEMBERSHIP FUND BAL 12/31/18	*\$ 8,593.00
<b>OVERALL CY 2018 REUNION COSTS</b>	<b>\$30,049.00</b>
BHSA DONATIONS TO VENDOR	\$ 2,000.00
SUBTOTAL	\$28,049.00
TJRG FUND REUNION PAYMENTS	<u>\$28,049.00</u>
<b>REMAINING CY 2018 REUNION EXP.</b>	<b>\$ 0.00</b>



## **PROJECTED IRS CONVERSION COSTS:**

FORM 1024 IRS FILING FEE	\$ 600.00
ANTICIPATED PROFESSIONAL FEES	\$500.00
ESTIMATED ADMINISTRATIVE AND PRINTING COSTS	\$ 500.00
ESTIMATED BULK RATE POSTAGE COSTS	\$ 210.00
ESTIMATED SECRETARIAL COSTS	<u>\$ 150.00</u>
<b>TOTAL PROJECTED IRS CONVERSION COSTS</b>	<b>\$1960.00</b>

**THE FORM 1024 AND ADDENDUMS HAVE BEEN REVIEWED, COMPLETED AND MAILED on March 26, 2019.** The submissions of these documents go to the IRS for Equal Opportunity Compliance determination which must be done prior to granting tax exempt status to operate under IRS Rule 501 (a). The IRS compliance letter is expected in late April or early May 2019. The results will be published in the next newsletter.

**REUNION BOOKS:** There are a few extra August 2018 Reunion books for sale. Contact Tod Hale at phone # 541-840-0492 or email him at [hiwaysailor951@yahoo.com](mailto:hiwaysailor951@yahoo.com).

**SALUTE TO OUR HONORED PAST PRESIDENT:** As your current President along with the USS TURNER JOY REUNION GROUP Membership, we salute Dick Asche for his 26-year service he has given to our Honorable Reunion Group. **BZ!!!**

**TRIBUTE TO DALE BYHRE:** Through his amazing World Class Naval Artwork, Dale has significantly helped correct our Vietnam War history that was suppressed and altered for the Tonkin Gulf incident of early August 1964 and for the month of January 1973. His artwork has proven to be a great Catalyst of historical change at the United States Naval Academy and the Naval Historical and Heritage Command at the Washington, DC Navy Yard.

## **DONATIONS:**

- Due to regulatory changes by the IRS we have spent nearly \$2000 in converting to a regulated 501 (c) 7 unincorporated non-profit tax-exempt Veterans Group operating under the IRS Rule 501 (a). Additional we need to build up funds for the next reunion. All donations will be reported to the Membership in detail in future newsletters. To date \$200.00 in donations have been received to cover IRS conversion costs.



- Donations to the USS Turner Joy Historic Ship Preservation Project should be mailed to USS TURNER JOY, 300 Washington Beach Blvd. Bremerton, WA 98337, made payable to BHSA and shown in the "For" line: TJ Sailors. In our newly developed Bylaws and Guidelines to be voted upon by the Membership, the USS TURNER JOY REUNION GROUP does its best to support the USS Turner Joy hull cleaning fund building efforts. Approximately every 15 years the costs for dry docking and hull cleaning is between \$840,000 to \$1,200,000, depending upon contractual negotiations. The BHSA is responsible for raising the necessary funds from USS Turner Joy museum ship operations and donations for dry docking and hull cleaning. The Treasurer for the BHSA is a licensed CPA and keeps track of these maintenance funds. We ask USS TURNER JOY REUNION GROUP Membership to donate funds for the dry docking and hull cleaning maintenance of our beloved historic ship.

#### **FUTURE NEWSLETTERS:**

In order to recover as much costs as possible from IRS conversion process, future newsletters will be sent via email to the maximum extent possible. We ask that the spouses and partners email addresses of Reunion Group Membership be sent to the current President to enable us to send out USS Turner Joy future newsletters. It is our intention to make spouses, partners, and family members an equal part of our historic and rich reunion group. President Jim Chester email address is [jimc951@hotmail.com](mailto:jimc951@hotmail.com).

#### **VETERANS REGULATORY INFORMATION UPDATE**

In a 9-2 decision, a U.S. Court of Appeals for the Federal Circuit said that "blue water" veterans - those who were stationed on ships off the shore of Vietnam - are entitled to the same benefits (/home-family/voices/veterans/info-2018 vietnam-korea-agent-orange-benefits.html) for diseases associated with Agent Orange as those who served on land or Vietnam's inland waterways.

Currently H.R. 299; Blue Water Navy Bill has passed the House of Representatives in 2018 and is currently before the United States Senate for debate and hopefully passage into law at a future date. There is a similar bill; H.R. 1713 before 116<sup>th</sup> Congress (2019-2020) for Toxic and Environmental Exposure for possible future amendment to Title 38 United States Code.

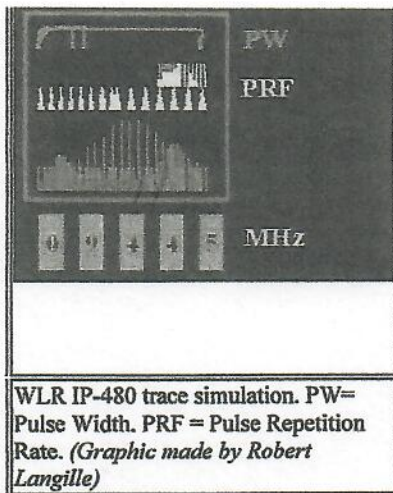
Currently there is legal firm that are subject matter experts and their contact information is;

***Veterans Benefits Aid Counsel***  
***305 E. Spring St.***  
***Cookeville, TN 38501***  
***Phone: 931-650-3858***  
***Toll Free: 888-388-1404***  
***Fax: 931-650-3862***

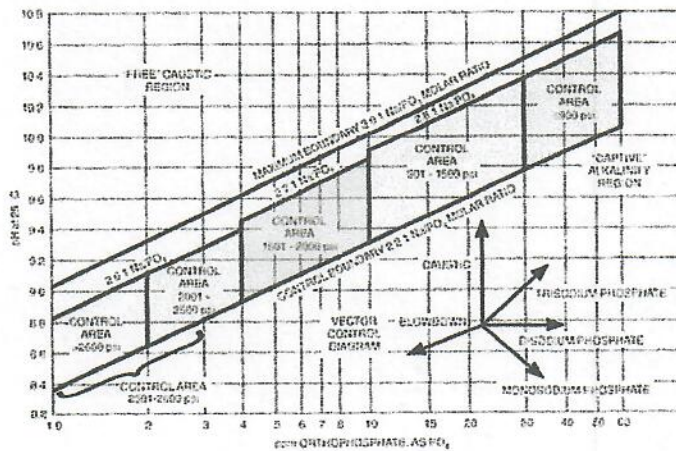
If you feel you have a valid claim this information is provided for your action as an Honored Vietnam War Veteran.



## TRIBUTE TO THE ELECTRONIC WARFARE RATING AND THE RADARMAN RATING: DOES THIS LOOK FAMILIAR?



## TRIBUTE TO THE BOILER TECHNICIAN RATING: DOES THIS LOOK FAMILIAR?



## TAPS:

It is with great regret we report the following shipmates who have passed on;  
**FTCS Stan A. Mayr USN Retired** on board 67-68 died March 18, 2019 and will be buried at  
 sea from US Navy Destroyer off the coast of Hawaii with full military honors.

**LT Ralph Hartung USN (later CAPT, USN RETIRED)** on board 70-72, Chief Engineer reported passed away several years ago and verified on the Internet.

**BTCM Donald W. Cornell USN Retired** reported passed away in April 2009 in Westminster, CA his interment arrangements were not disclosed.



**BT1 Willie Fitzgerald USN** reported passed away by **BTC Ray Berube USN Retired**. Willie was reported on board circa 71-74 time frame. Willie primary worked in the aft fireroom,

## **OTHER NOTABLE EVENTS**

Early January 2019, Bill Kuehn organized a quasi-classified tour of the USS Zumwalt (DDG-1000) in San Diego on January 26<sup>th</sup>, 2019. Bill asked Jim Chester President to organize a tour of the USS Midway Aircraft Carrier Museum on January 27<sup>th</sup>, 2019. Attending these tours were, Ed Briggs (Zumwalt only), RADM Pete "Viper" Pettigrew USN Retired, Jim Chester, Dick Asche, Bill Kuehn, Tom Kuehn, Bob Coffey, Rick Drewry, Mike Stockreiter, Jack Barry, and Judy Barry (Midway only). Our tour guide on USS Zumwalt was the weapons officer (prospective Combat Systems Officer); LT Briana Wildeman USN. Pete Pettigrew and Jim Chester are both docents on the USS Midway Aircraft Carrier Museum and gave the tours on the USS Midway.

### **Ed Briggs comments:**

" AN EYEOPENING VISIT. Thanks to the tireless efforts of Bill Kuehn in arranging a tour of **USS ZUMWALT**, six **TURNER JOY** crew members saw the inner workings of the Navy's most advanced combatant now homeported in San Diego. Joining Bill were **DICK ASCHE**, **JIM CHESTER**, **JACK BARRY**, **MIKE STOCKREITER**, **ED BRIGGS**, Bill's brother Tom and three close personable friends. **ZUMWALT**, OVER 600 feet in length, 80 feet wide, displacing 16,000 tons, is uniquely constructed for stealth and multi missions. Initially designed for the worlds shallows to support land operations with its Advanced Gun System, the reorientation of mission now envisions sea control and orientation toward individual, Group and Force operations with ASW, ASUW, and Anti Air weapons suites. This ship is an all-electric drive destroyer within an integrated power system of 80 MW - sufficient to support all propulsion, auxiliary and combat systems with room to spare. Surprisingly, it fields no close in weapons systems capability or electronic defenses to spoof incoming missiles. **Zumwalt** instead relies on her stealth structure to remain hidden at sea. With a complement of some 167 officers and enlisted we can all imagine the workload that confronts this exceptional crew.

Led by LT Briana Wildemann, Combat Systems Officer, a proud and very special naval officer, we began on flight deck capable of handling 2 MH-60 Seahawk helps or alternatively several unmanned vertical takeoff aircraft. Future Visions of an F-35B operational capability provide initial insight into the technological milestones laid before this ship. Inside the skin of the ship but outside the safety barriers of the flight deck are vertical launch cells in pods of 4 for Tomahawk, Evolved Sea Sparrow, ASROC, and the SM-2 series of surface-to-air and surface-to-surface guided missiles. SM-6 capability is envisioned in the future. The hanger deck is spacious, of course, to house 2 HM-60s and provide ample working and storage space for a Helo detachment of eleven. Proceeding to the forecandle, we again found vertical launch cells inside the skin but outside the lifelines, bringing the total to 80 for the ship. Centerline were two 155 caliber Advanced guns designed to fire rocket propelled guided rounds some 63 miles - a basic reason for **ZUMWALT'S** original close in mission assignment. At 800,000 dollars a round, however, developing alternative rounds for this gun systems, including a hypervelocity



capability. Given that it is limited in barrel elevation, the new round must be capable of guidance.

The bridge of this ship is full of control consoles. There is no wheel - rudder orders are given electronically; similarly, order to the propulsion system. There are no bridge wings - it is entirely enclosed with limited visibility to the side and forward. TV screens provide the visibility aft from mounted cameras. Navigation is GPS entirely - few if any [paper] charts are now on board, although the Navy is returning to Navigation charts once again because of the series of Surface Force incidents in WESTPAC in 2017.

Underway replenishment is essentially vertical to the flight deck with the exception of Diesel and JP-5 Fuel replenishment stations are within the skin of the ship about amidships, access doors opening up to receive fuel hoses and lines. All other replenishment items, including ammunition, are brought into the ship from the flight deck via automotive power of conveyor belt through a long passageway the crew calls BROADWAY. Vertical hoists lower the ammunition to the magazines.

As noted above, *Zumwalt* is an electric drive propulsion ship. All electric power comes from 2-man turbine generators, 2 auxiliary-turbine generators, and 2 Rolls Royce advanced induction motors. The engineering spaces are immaculate. The complexity of the system is readily apparent! The entire main propulsion and auxiliary spaces are manned at sea by only seven watch standard - at control stations and 1 rover. Redundancy is prolific, as you can imagine. Finally, there is the boat house and ramp system aft. Two RHIB boats for a multitude of tasks are released down the dry ramp system through an open door in the transom. Tricky evolution! The boats are fitted with 30 caliber weapons forward and aft and are employed for at seal recover, patrolling, humanitarian relief efforts, and the system has every possibility to support SEAL Team OPERATIONS. Versatility is the key!

While the above is but a sample of the future, the *ZUMWALT SAILORS* epitomize what is so great about the Navy. They are smart, shipshape, and exhibit the pride of accomplishment as well as the excitement of challenge. The ship has faced problems during her shipyard construction, passage to the home port of San Diego, and now during her combat system installation period. But her crew is knowledgeable, talented, confident, and fully capable of taking her to sea and conduction the missions assigned. It was an eyeopener to say the least, but one that builds respect and admiration for our "Sailors of today and tomorrow."

Aft of the bridge is [Ships] Mission Control [Center] - SMCC - CIC to us.

Very best wishes, Ed Briggs

Jim Chester who is a highly qualified TACTICAL ACTION OFFICER (TAO) in modern tactical C5ISR Nomenclature will provide a brief description of the SMCC.

The SMCC is a radical departure from what we know as Combat Information Center (CIC). In SMCC there are rows of key tactical work stations where every station has a computer screen and each function for all stations are entirely re-configurable and will feature incredibly powerful



arrays of custom-built software and advanced of the shelf hardware. The main radar for SMCC is the AN/SPY-3 Multi-function 3 phase X-band active phase array radar designed to meet all horizon search and fire control requirements for 21<sup>st</sup> century fleet within the Detect to Engage (DTE) Sequence of equal to or less than six (6) seconds to ensure that all modern threats are defeated. The ships' advanced power system will automatically divert power to any damaged or degraded segment of the C5ISR advanced integrated combat systems suite. The SMCC is very similar to the Bridge and Command Center on the Star Trek TV series, however, the CO and TAO are side by side on the computer tactical work stations to fight the ship in the worst-case combat scenarios of the future.

The following is a layout of the SMCC.





**This is a picture of the tour group of USS TURNER JOY crewmembers and other destroyer officers with LT Briana Wildemann USN taken at the bow of the USS Zumwalt (DDG-1000).**





**On Saturday evening our group with exception Ed Briggs, and Judy Barry hit the Fish Market restaurant next to the USS Midway Aircraft Carrier and had a wonderful three-hour dining event on the outer deck right on San Diego Bay.**



**On Sunday morning January 27<sup>th</sup>, 2019 we met on the pier at 09:30 am for a tour of the USS Midway Aircraft Carrier Museum led Pete Pettigrew and Jim Chester. Among the first spaces on our tour was the USS Midway's Combat Information Center (CIC), where Jim Chester explained the differences between Circa 1991 computerized C4I relatively modern nomenclature in seven modules as compared to the Super Advanced C5ISR SMCC technology of the USS Zumwalt.**



The following is a picture of the Display and Decision Module from the viewpoint of the TAO's chair that shows Circa 1991 technology.



We also toured the Admiral and Captain spaces where the War Room and Tactical Flag Command Center (TFCC) are located. TFCC replaces the old manual Flag Plot and gives the Battle Group Commander (now called the Composite Warfare Commander [CWC]) maximum near real-time overall battle space management/strategic direction.

Battlespace Management optimization in all Naval Warfare areas of Carrier Strike Group thirteen degree (13) to port angle deck. After lunch Jim Chester took the group through the main engineering spaces of the public and explained differences between USS Zumwalt and USS Midway. (CSG)/Battlegroup Operations. TFCC also provides overall strategic direction for CSG. We also toured the primary Air Control Tower, Navigational spaces and the Pilot House/Bridge in the island. Pete Pettigrew then took the group through all the main Airwing functions including catapult launches and tactical recovery of aircraft personnel (TRAP) of arrested landings on the carrier.

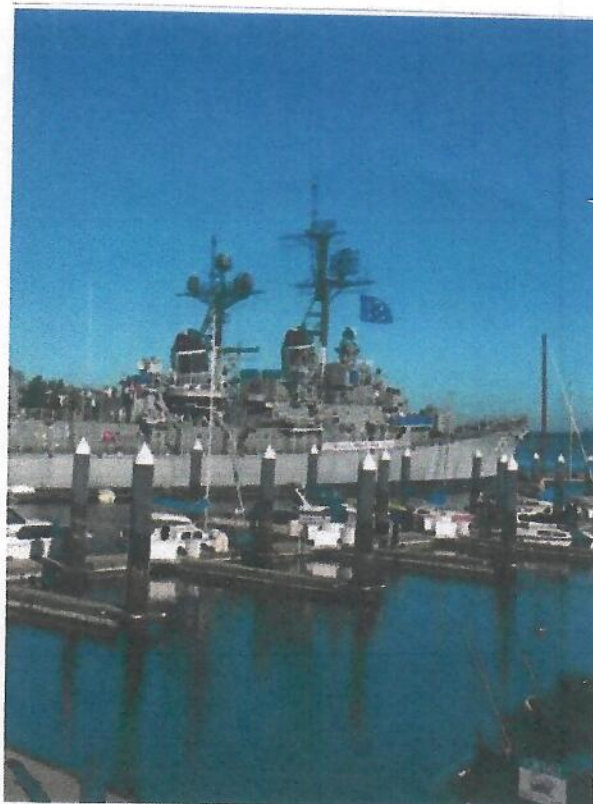
#### **USS ZUMWALT (DDG-1000), MY TAKE AWAY BY JACK BARRY**

Last Saturday I was one of ten former or retired Navy Officers who had the privilege to tour the new stealth guided missile destroyer the USS Zumwalt (DDG-1000). Our group consisted of ten individuals who had successful careers in the Navy and/or business. While the ship features



the latest in stealth design and is operated with the latest technology, the impressive part of the tour was the quality of men and women who serve as the ship's crew. Our host and tour guide was a Lieutenant that serves as the ship's Weapon's Officer. She was dedicated, well trained, intelligent, a leader and an excellent ambassador for the Zumalt and the Navy. She was assisted by a Chief Petty Officer who is an expert in the fire control systems and technology. He was intelligent, extremely knowledgeable, well trained, articulate and an obvious leader. During the tour we met an engineering Chief Petty Officer. He is responsible for a very sophisticated engineering and electrical plant. He too demonstrated the same characteristics of knowledge and leadership.

Our Armed Forces are full of highly trained people with exceptional character. They have learned responsibility, leadership, team work, a skill, the importance of achieving the mission while taking care of their subordinates. Whether these individuals serve in the military for 4, 10, 20 or 30 ear, they are excellent candidates for the business world when they become civilians. Industry should be recruiting them with vigor. They come with training and experience unequaled in any other environment. Veterans organizations like the "Lone Star Veteran's Association" are focusing on transitioning this valuable resource into industry. They feature both existing businesses and entrepreneurship. If your company is searching for individuals to take the company to the next level, take advantage of this extraordinary resource.





## A FATEFUL ENCOUNTER

At our August 2018 Reunion - Jim Chester announced that a painting by artist Dale Byhre depicting the *Brandon Bay Battle* showing the TJ in action. This painting now resides at the U.S. Naval Academy in Annapolis, MD.

And what a surprise March 2019 - we received news of a new painting by Dale Byhre showing the TJ during her hard-to-starboard torpedo avoidance turn during the Tonkin Gulf incident with the title, *'Fateful Encounter'* with subtitle *'USS Turner Joy (DD-951) engaging hostiles, 4 August 1964'*. Prints are available for purchase direct from Dale Byhre's website [www.marineartbydale.com](http://www.marineartbydale.com).



*'Fateful Encounter'*

*'USS Turner Joy (DD-951) engaging hostiles, 4 August 1964'*

## ACCURACY OF THE TONKIN GULF INCIDENT FROM EYE WITNESS ACCOUNTS

It all started on 2 August 1964 - As the USS Turner Joy (DD-951) was underway and steaming at a navigational position called Watch Dog Station in the South China Sea performing her duties steaming with the USS Ticonderoga (CVA-14). Although assigned to DESRON 19, we had been sent to operate with the TICO as one of her destroyers had a malfunction and had to return to Subic Bay. On this afternoon as we were doing our assigned Watch Dog duties, a 'Flash' message came over the CID net that the USS Maddox (DD-731) was being attacked by North Vietnamese PT Boats. First, we did what we were taught to do, informed Maddox that we could relay information to the TICO. An hour or so passed and our Captain (Commander Barnhart)



received order for us to proceed in the direction of the USS Maddox and to provide security coverage for the Commodore, his staff, and the USS Maddox's crew. (We did not know until then that the Commodore and his staff were onboard the Maddox).

**Move on to the evening of 4 August 1964** - Maddox and TJ had finished the Desoto Patrol and began steaming away from the North Vietnam coastline to open sea. Suddenly, the Commodore's staff informed us that they had received credible information that there was a wolfpack (more than 3 PT boats) waiting for us in the direction we were traveling. Herein, we went to General Quarters (GQ) and manned battle stations. We had been tracking these contacts with constant [radar] paint, closing bearing and decreasing range, at speeds in excess of 45 knots. The Commodore's Staff directed us to proceed southerly and to distance ourselves from the threat. However, with their over-taking speed, they were closing upon us - so we engaged the first contact at 097 degrees true at 6000 yards range. A lot began happening, wherein both ships observed one contact making a sharp port turn away from its heading signifying a possible torpedo attack. Herein, both ships turned in a starboard torpedo avoidance maneuver from which at least 4 of TJ's shipmates saw a torpedo wake at 300-400 feet moving from aft to forward on our port side. We believe that during this entire attack, we sank 2 and damaged 2 others.

**Fast forward to 4 August 1989** - The Maddox asked a group of us TJ sailors to attend their reunion in Baton Rouge, LA. On the last day of the reunion, we were asked to join a few of the Maddox shipmates in a conference room. We were not sure why, but it was obvious when we arrived that the room was solemn. As we entered, they all stood up together, saluted us, and stated, in union, it had been 25 years and they desired to tell us, 'Thank you for saving our butts'. It was a very emotional moment!

**One year later, 1990** - Some of us met in Bremerton, WA to start forming the USS Turner Joy (DD-951) Reunion Group and thus begun our 2-year reunion cycle.

**20 years later, August 2010** - Rear-Admiral Lloyd "Joe" Vasey USN (RET) wrote an article in the USNI Proceedings, 'Tonkin Gulf, Setting the Record Straight'.

**At or reunion, August 2018** - Jim Chester announced a painting by Dale Byhre. This painting is the "Brandon Bay Battle" showing the TJ in action. This painting now resides at the U.S. Naval Academy in Annapolis, MD and at the Naval Museum at the Naval Heritage and Historical Command at the Washington, DC Navy Yard.

**March 2019** - we received news of a new painting by Dale Byhre showing the TJ during her hard-starboard torpedo avoidance turn during the Tonkin Gulf Incident with the title, 'Fateful Encounter'. Prints are available for purchase directly from Dale Byhre's website

[www.marineartbydale.com](http://www.marineartbydale.com).



# USS TURNER JOY HISTORY

This is an opening deck log entry in the USS Turner Joy deck log for 0000H, 1 January 1973 done by Ensign Charles "Chuck" J. Hall, USN (JOOD) and LT D.T. Holland, USN (OOD). The ship had left Subic Bay on 30 December 1972 after a two-day final combat loadout and arrived in the combat zone at 1744H on 1 January 1973. On the morning of 1 January 1973, the ship was en route to Point Allison, [Gun Line station] joining as part of CTG 75.9 [Gun Line Commander], just below the Southern Boundary of the DMZ in Military Region I [formerly I Corps], preparing to conduct (heavy) Naval Gunfire Support (NGFS). This is the official deck log entry at 0000H, Monday, 1 January 1973.

00-04

There once was a Ship, USS Turner Joy  
Did from Subic independent Deploy  
Point Allison, RVN  
Marked the Long Transit End.

OTC and SOPA: CO  
Backed by Duke Wayne as our own XO  
Now Two Seven Three,  
Portside is the Lee,  
Twenty-four is our knots, that Ain't Slow.

The Engineering plant is split.  
1A and 2A Boilers Lit.  
Our SSTG,  
2 and 4 they be.  
Starboard Unit, Starboard Cable we sit.

Condition Four and Yoke are both set  
The ship is darkened, you may well bet.  
Nary a ship is in sight,  
To Observe our Nav Light.  
The Heavens, Clear and Starry as Vet.

Tomorrow's Routine need be NO Guess  
XO's newspaper Hot off the Press.  
The First POD,  
Nineteen Seventy-Three,  
True to Form, Masterpiece, and NO Less.

As of NOW, the Guns are all Tight,  
On the morrow we'll test their True Might  
At GQ we'll Train,  
Unrep, Vertrep Again  
We'll Continue "Till All is Just Right.

T'was Years Ago Turner Joy Drew the Fire,  
Heralding War which is yet to Expire,  
Once Again She Returns,  
To the Water that Burns,  
Ahead, A Big Job for which she won't Tire.

Away from Family and Friends Does Inspire,  
The Strong Wish and Fervent Desire,  
To All, Who are Dear,  
A Happy New Year,  
And May Six months Pass in a Day.





DEPARTMENT OF THE NAVY  
UNITED STATES NAVAL ACADEMY  
121 BLAKE ROAD  
ANNAPOLIS MARYLAND 21402-1300

4001  
Ser 2/129  
September 20, 2018

LCDR Jim Chester, USN (Ret)  
1330 Thompson Street  
Carson City, NV 89703-0605


Dear Commander Chester:

Thank you for your generous gift to the U.S. Naval Academy. The painting of the Battle at Brandon Bay is a welcome addition to the Naval Academy Museum. We appreciate your assistance in preserving our proud Naval heritage.

For the purposes of federal and state income, estate, and gift taxes, property accepted by the U.S. Naval Academy under Title 10, U.S. Code, Section 6973, is considered a gift or bequest to the United States. Please consult your tax advisor for specific advice concerning permissible deductions.

Your contribution and generosity are greatly appreciated.

Sincerely,

  
W. E. CARTER, JR.  
Vice Admiral, U.S. Navy  
Superintendent





## USS TURNER JOY HISTORY

During our stay in Subic Bay, Republic of the Philippines, from December 27<sup>th</sup> to the morning of December 30<sup>th</sup>, 1972 for final combat loadout, several things happened that were extraordinary. First, when we got there in Subic Bay, there was a Bob Hope Christmas show for the GI's. The first two rows in front of the stage were for the combat wounded who had been medevac'd to Naval Hospital Subic Bay and behind those brave GI's were about 15,000 Sailors, Airmen, Marines and a few Filipino authorities. Bob Hope brought along 50 Beauty contest winners, Fran Jeffries and Roman Gabriel (Actor & LA Rams Football Quarterback) and his super foxy blond wife. It was quite a show and I attended with OS2 Steve Champeau, (now deceased). During the show, it was STOPPED on multiple occasions for Air Force air crews to return to Clark AFB ASAP to fly combat missions over North Vietnam. Operation Linebacker II was still hot and heavy and air losses were mounting! When we all sang "White Christmas" and "Silent Night", there was not a dry eye in the crowd. That was a SUPER great memory!

When we got back to the Turner Joy, this pinup of WWII starlet, "Veronica Lake" was glued to the back of the main door to Combat Information Center (CIC) and her cleavage was doused in perfume. I later found out one of my men put this up and I left it on the door for morale purposes, because I knew from the highly classified briefs I had attended in Hawaii, that we were headed for heavy combat, and my men needed to feel "NORMAL" when they could. The right picture of Veronica lake was the one on the CIC door. On our way to Battle Stations, we sniffed her cleavage or ceremoniously patted her picture as a good luck charm. I MUST CONFESS WE NEEDED GOOD LUCK FOR ALL THE HEAVY COMBAT WE SAW.

Another set of great very rich memories! We Band of Brothers!





## 2019 - 2020 USS TURNER JOY REUNION GROUP MEMBERSHIP

Name: \_\_\_\_\_ Date of Birth: \_\_\_\_\_  
Spouse/Partner: \_\_\_\_\_ S/P Email: \_\_\_\_\_  
Street: \_\_\_\_\_  
City, State & Zip: \_\_\_\_\_  
Home/Cell Phone: \_\_\_\_\_  
Member Email: \_\_\_\_\_  
Dates Served on Board: \_\_\_\_\_ Rank/Rating on TJ: \_\_\_\_\_  
Years of Active Duty: \_\_\_\_\_ Retired? \_\_\_\_\_ Retired Rank/Rating: \_\_\_\_\_  
Present Occupation/Employer: \_\_\_\_\_

Do you have comments for possible inclusion in newsletters? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- **Donations:** Due to a regulatory change by the IRS we have spent nearly \$2000 in converting to a regulated 501 ( c ) 7 unincorporated non-profit tax exempt Veterans Group operating under IRS Rule 501 ( a ). Additionally we need to build up funds for the next reunion. All donations will be reported to the Membership in detail in future newsletters.
- **Annual Dues:** are \$20.00 per year (Dec.) Membership dues may be paid in advance for the year. Your dues (and donations) subsidize all reunion activities. Additional amounts paid (in \$20.00 increments) will be credited to future year membership dues.

Please send this application with your check payable to:

USS TURNER JOY REUNION GROUP  
Jim Chester - President  
1330 Thompson St.  
Carson City, NV 89703-0605