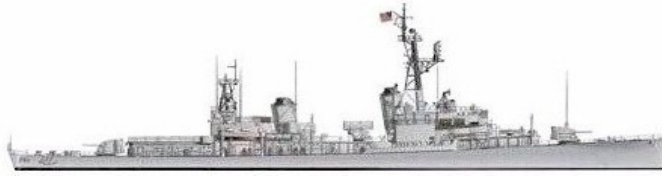


USS Johnston (DD821)



Volume 7, Issue 4

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2016 Reunion Hotel



Newly renovated DoubleTree by Hilton Hotel Jacksonville Riverfront

Anyone remember where this is? Answer on page 9.





Rear Admiral Burnham (Mike) C. McCaffree Jr.

(Used by permission of the Naval Historical Foundation
Oral History Program 2014—June 14, 2015)

Oral History Conducted by John Grady 15 March 2013

My First Command: USS Johnston (DD821)

ADMIRAL MCCAFFREE: When I was detached from duty at NSAD, I flew to Travis Air Force Base in California. I then flew to Houston, packed up the family and drove to visit my step-mother in Jacksonville. Next we drove to Charleston, SC, where we rented a house. Then I went to Newport, RI, where I attended the Prospective Commanding Officers' School. In late August 1970 I took command of USS *Johnston* (DD821) in its homeport of Charleston, SC. Command at last, my first command.

Johnston was a *Gearing* Class destroyer. It was commissioned in August of 1946. I'd "grown up" in this class of destroyer, starting with the *Gearing*, and then as XO of one of the ships of that class that had just completed its FRAM modernization, USS *Rich* (DD821). Now I was taking command of the 821. I knew that class pretty thoroughly by then. *Johnston* was assigned to Destroyer Squadron FOUR, composed of six or seven destroyers commanded by a Navy Captain. I found that most of my peers in the squadron had had a previous ship command. I had much to learn, especially how to command effectively a ship's company of about 14 officers and 320 enlisted men and how to lead them to perform well in whatever we were tasked to do and how to take good care of a 25-year-old warship.

To set the scene a little bit: 1970 was the first year of Admiral Zumwalt's tenure as the Navy's Chief of Naval Operations, and he was a rather controversial person. He was generating changes (through what were called "Z Grams") to the Navy's personnel policies, and those included affecting uniforms and grooming that were to be implemented in all ships and stations. Ships were being decommissioned as the Navy was being downsized because of the difficulties we'd had in maintaining a large presence off the coast of South Vietnam and slipping dry dockings and overhauls and maintenance availabilities.

The use of drugs by members of all services was a concern and there were racial confrontations in a few ships that were labeled "mutinies" by the media. So it was a challenging time to command at sea.

No sooner had I said, "I relieve you Sir", to my predecessor—and I was escorting people off the ship—when the Quarterdeck phone rang and I was told that the ship needed to get underway within 72 hours to deploy to the Caribbean. Our mission was to conduct sur-

veillance of Soviet operations in the vicinity of the port of Cienfuegos, Cuba. Well, we transited to Key West at 25 knots.

I wasn't feeling very well. I was dripping wet after the change of command and I had been running a fever for several days. When we got to Key West the ship's Corpsman suggested that I go over to the naval hospital with him, which I did. There I was diagnosed with viral meningitis—which was not particularly good. The CO of the hospital told me that I needed to be admitted, but we “negotiated” so that I agreed to go to bed rest in my cabin aboard *Johnston*. However, I had to report myself to my chain of command as incapacitated for duty. Fortunately we had a layover at Key West of about ten days and I was able to recover before we were ready to get underway for training and then the transit to Cienfuegos. We went down there and operated outside Cuba's three-mile limit, watching what was going on and reporting what we saw, and then we returned to Charleston in latter part of September 1970.

HOHN GRADY: Admiral Zumwalt was the CNO the entire time you were in command. How did you address those issues—the grooming issues, the drug problems, the racial tensions—that you mentioned earlier?

ADMIRAL MCCAFFREE: Let me begin with a story. In the fall of 1970 the other destroyer squadron in Charleston was having a change of command. The prospective squadron commander had recently returned from Vietnam as a Captain where he had worked directly for Admiral Zumwalt. Admiral Zumwalt came from Washington to attend the change of command, with a couple of other people from his staff. At the reception Admiral Zumwalt's chief of staff at COMNAVFORV, who was now a Rear Admiral on his personal staff in Washington, called me over and said, “Mike, the Admiral wants to see you.” I took Lynn with me to see Admiral Zumwalt and after I introduced him to her, she immediately excused herself. Admiral Zumwalt then questioned me about how his Z Grams were being received by my crew. (He did not ask what I thought of the Z Grams or how the wardroom reacted, but rather, “How did your crew feel about them?”) I told him that the Z Grams were well received and appreciated, which was certainly true. We discussed a couple of the Z Grams for a couple of minutes.

I had relieved a rather progressive predecessor who had implemented a number of new ideas. I had also done something to change the ship's routine that had been standard for many years in most Navy ships (I relaxed the sounding of Reveille throughout the ship, and discontinued the shipwide announcements about washing down the topside and sounding of “sweepers, sweepers, man your brooms” because I realized we could get the ship cleaned up and brightened up at the start of the day without waking the whole crew).

Admiral Zumwalt told me he knew about what I had implemented and he wanted to know what I thought about doing it throughout the Navy. I said, “With due respect, Sir, I don't think that's a good idea.” I explained, “That's already been tried by several other ships in Charleston and was not successful.” I learned in Vietnam you never said “no” to him publically and preferably never privately, but he listened to me and said, “Very well”, and did not implement that ship's routine change throughout the fleet. While some people remember Admiral Zumwalt for the controversial issues that occurred during his tenure, and how he handled them, this story illustrates his efforts to eliminate the “Mickey Mouse” regulations and procedures that were a part of what we did—because “it had al-

ways been that way!"

The issue of personal grooming was really about sideburns and length of hair. I discovered when I reported aboard *Johnston* that two weeks before Admiral Zumwalt became the CNO his predecessor had issued an ALNAV that liberalized the length of sideburns and some other aspects of "hair-wear." That ALNAV was posted prominently on a crew's bulletin board. So it was actually Admiral Thomas Moorer, the former CNO, who initiated the change in grooming standards! I found my predecessor had already liberalized grooming standards aboard the ship, which resulted on some *Johnston* sailors being sent back to the ship by a destroyer tender (AD) in Naples, and a similar problem occurred when the ship returned from the Med. When I discerned that the ship's officers were uncertain about what were the new grooming standards they were expected to enforce, I called the ship's CPOs together and told them I expected them to handle the grooming issue in the future, without referral to any officers including the Executive Officer! It worked and that problem went away, much to my officers' relieve.

You asked also about the issues of drugs and of the racial tensions and so on. While these problems in aircraft carriers got headline media coverage, in smaller combatants and other ships these did not tend to be a problem. There was use of marijuana in the Charleston area. We knew about it. It never proved to be a problem onboard *Johnston*. I had a few cases where Sailors were apprehended with the stuff, and we knew how to search and inspect in the likely places where Sailors would store their stash. I sensed no racial tensions in that crew or in the Charleston area, and remember: this is the South. So, in those two challenges that the Navy was facing we in *Johnston* were fortunate. Perhaps it was the dynamics of a very cohesive crew. Perhaps it was the leadership by the officers and the senior enlisted. Perhaps we were focused on the things we were supposed to be doing rather than being distracted by these other matters.

The one place that I came into contact with the drug issue was in DaNang. Now you're talking 1969 and 1970. That's when the problem was very much present over there. Wherever people had time it was something to distract them and so they used it. This was a problem within the combat base at DaNang, to such an extent that my admiral directed me as the NSAD Senior Watch Officer to initiate random patrols after working hours of various clubs and facilities by the Navy Commanders on the staff. I set up a watch list and we drove around visiting the various EM and officers' clubs within our cantonments. Of course, there were already shore patrols that were tasked to look for this sort of activity. I don't remember it being a major problem at NSAD at all. When personnel were apprehended with drugs (it was usually marijuana) there were Captain's Masts held by the various unit commanders and by the Marines as well to deal with the offenders. We had no racial tensions in that huge combat base that I remember at all during the one year I was in Vietnam.

JOHN GRADY: Tell me about the ship's operations while you were in command.

ADMIRAL MCCAFFREE: For the remainder of 1970 we operated in the Charleston and Jacksonville operating areas and conducted maintenance of the ship in preparation for a busy year in 1971. By this time I'd gotten a feel for my officers and crew and I realized that they were really very competent and they were competitive as well.

In the early spring of 1971 our destroyer squadron went to the Caribbean to participate in the annual Springboard fleet exercises in the Puerto Rico operating areas. While we were down there we conducted gunnery and ASW engineering and damage control, and other competitive exercises, while enjoying the good weather. There were many other ships from the U.S. Atlantic Fleet down there with us. We enjoyed visiting the liberty ports of San Juan, Puerto Rico and Charlotte Amalie, Saint Thomas.

In May we returned to Charleston for a quick tender availability and then we deployed as a squadron to the Mediterranean. In Rota, Spain, where we had a U.S. naval station, *Johnston* embarked a Naval Security Group detachment and a van that was full of electronic and communications equipment for monitoring transmissions of Soviet warships in the Mediterranean. The van was placed on the helicopter deck, as I recall. Then we went into the Mediterranean and participated in a major NATO fleet exercise in the western and central Med. Following that we went into a port visit at Cannes, France. Immediately thereafter *Johnston* was directed to sail to the eastern Mediterranean to surveil the Soviet Naval Mediterranean Squadron, which is called for short the SOVMEDRON. A visit to Piraeus, Greece (the seaport of Athens) was scheduled to precede our surveillance operations, but almost as soon as we anchored at Piraeus—where my wife and daughters were waiting—we received a message directing us to replenish and get underway within 24 hours and steam to the east of Crete anchorage area where the SOVMEDRON was anchored.

For the next couple of weeks we remained in company with the Soviet ships, following particularly the Soviet helicopter carrier *Leningrad*, which was their admiral's flagship, and that led to sometimes exciting shiphandling and anchoring experiences, and sometimes other more seemingly harrowing experiences. Because we were not operating with other Sixth Fleet ships, *Johnston* was not scheduled to replenish and refuel from Navy logistics support ships. At one point we were getting quite low on fuel, so COMSIXTHFLT arranged for USS *Nashville*, an amphibious transport dock (LPD), to rendezvous with us to refuel *Johnston*. This was not a primary mission of an LPD, which only had a 2.5 inch hose for transferring fuel (Navy oilers used a 7.0 inch hose), and it was not an operation *Nashville* had practiced frequently, so the refueling operation stretched out for 4-5 hours. Fortunately, the seas were calm and we didn't have to maneuver to avoid privileged vessels, but it seemed to all of us to go on forever!

Our next port of call was Barcelona, Spain, all the way back across the Med where we rejoined our destroyer squadron. Lynn and our girls had made the trek by ship and train from Piraeus, Greece, to Barcelona so we were together for several days in that enjoyable cosmopolitan city. There we embarked our "Commodore" (the DESRON FOUR commander) and went to Palma, Majorca, a port visit that our crew thoroughly enjoyed. Sadly, a terrible thing happened aboard ship there that marred our enjoyment. One of our leading petty officers committed suicide and that was very much a somber part of the visit.

JOHN GRADY: How did the officers and chiefs react to that event?

ADMIRAL MCCAFFREE: It was a shock. He was a very popular and very competent First Class Boatswain's Mate, and it was jarring, particularly for members of the crew who were closest to him and certainly for the division officer and the department head. I spoke to the crew and I assured them that his remains would be shipped home to his fami-

ly. But we recovered from that loss, though we did not forget him.

When we completed the port visit in Palma the Commodore shifted to another flagship. *Johnston* steamed back to the eastern Mediterranean to rejoin the SOVMEDRON, and then had a very nice week in port in Piraeus that reunited my family. They had gone all the way to Spain and to Palma, and then they returned to Athens by rail and ship to meet our ship and be with me during the port visit.

One of the things about our ship that was perhaps typical of the times was that we had a small (composed of four Sailors) rock and roll band called “Smoke” that became an important part of the *Johnston* image during that deployment. They would get together on what we call “Rope Yarn Sunday,” usually a Wednesday afternoon when we took a break during the week to relax, shine your shoes, fish over the side and so on. The band would gather and play for the crew for an hour or so. Maybe we’d have a cookout on the fantail. A couple of times we played—I should say “Smoke” played—when we were at anchor east of Crete with the SOVMEDRON. The reactions of the Soviet Sailors and their commanders were interesting. The Soviet Sailors aboard *Leningrad* were out on deck listening because our ships were fairly close and our music was easily heard. Then there came a blaring of the ship’s public address system and all their Sailors were apparently ordered to go inside the ship. The next thing the *Leningrad* did was turn on some Russian music, Balalaika and classic Russian music, and blared that out over their topside speakers. During the course of our being there, there were other little incidents between the Americans and the Soviets.

Beyond playing at anchorage where the Soviet Navy could hear us and see us, “Smoke” also played a number of engagements ashore, like at bars in Barcelona and at a USO event. One of the ports that we visited was Brindisi, Italy, down at the heel of Italy, and there was an Air Force security station there. “Smoke” played there and they played also at Palma at a bar call “Barbarella’s.” They became well known by the local populous each time that they played ashore. “Smoke’s” crowning success was in Tunis when it played to a standing room only audience at a large auditorium; they had more than on “curtain call.” That resulted in a very appreciative message from the U.S. ambassador to Tunis as a people-to-people success, and we received a congratulatory message from Admiral Zumwalt, the Chief of Naval Operations. So that was truly a success albeit not in a warfighting role but rather in hands reaching out to others and sharing our culture.

JOHN GRADY: How long were deployments at that point?

ADMIRAL MCCAFFREE: The deployments were normally five to six months.

JOHN GRADY: Okay. You would be deployed six months, back 12?

ADMIRAL MCCAFFREE: No, it wasn’t that regular, John, as they have tried to do in more recent years. The ship had been deployed to the Mediterranean until shortly before I took command in September of 1970 and we deployed again in the summer of ‘71.

JOHN GRADY: Okay.

ADMIRAL MCCAFFREE: So you can see, that was less than a 12-month turnaround.

JOHN GRADY: Yeah, closer to six or seven months and the ship wasn't in its home port all the time between deployments either.

ADMIRAL MCCAFFREE: That's correct, we were underway for type training and deployed to the Caribbean part of the intervening period. We were at sea a fair amount of time except when we were in a repair period or upkeep period. The ship's operating cycle was from the end of a regular shipyard overhaul until the beginning of the next overhaul.

When we returned from our Med deployment in late November I was called over by the admiral who commanded our destroyer flotilla, who suggested that "Smoke" play for our annual Destroyer Ball at the officer's club in Charleston. Considering Smoke's style of music and its volume I had grave reservations that the band was appropriate for that occasion, but the admiral "convinced" me otherwise and they did play and they were a great hit.

Johnston spent the first few months in 1972 preparing for a shipyard overhaul and transfer to the Naval Reserve Force in Philadelphia. The engineers in our engineering department made such progress in tearing down the main engine equipment and boilers for overhaul that I decided it would be more cost effective to accept a tow to Philadelphia—it was offered and encouraged by my superiors—rather than put the whole main engineering plant back together for the transit. So we left our homeport of more than 20 years at the end of a fleet tug's towline, not the way that you'd really like to have gone but it was necessary.

JOHN GRADY: Did you carry a full complement at that point?

ADMIRAL MCCAFFREE: Yes. We were fully manned. We were still a part of the U.S. Atlantic Fleet.

There's a footnote I would add. I noticed during the transit up the east coast that we seemed to be going a little bit faster, a little bit faster. So I went down into one of my engineering spaces and I found that the engineers had put one boiler back together. They were "helping the tow." And that was typical of my engineers. They were truly a "can do" group of men.

As the overhaul got started they started taking the ship really apart so it was no longer habitable, so the officers and the enlisted men moved ashore to berthing facilities, the officers to the BOQ and the enlisted men to barracks at the Philadelphia Naval Shipyard. My change of command and the concurrent transfer to the ship to the Naval Reserve Force Destroyer Squadron was set for 23 June 1972. However, a hurricane forced the ceremony to be held in the shipyard auditorium. It was a very wet day. But my wife Lynn and my commodore from Destroyer Squadron FOUR Captain Larry Fay attended, coming up from Charleston through the storm.

To summarize my first tour in command, it was a very special time in which I learned so much from my officers and from the enlisted men who served with me. We had great times together and we performed well as a team. Though I would go on in later years to other commands I was very proud of being a Destroyerman and having commanded one of the Navy's "greyhounds of the sea."

2016 Jolly ‘J’ Reunion Schedule

Monday April 4th:

All attendees should check in at the hotel by 4:00 pm. Once checked in come to the USS Johnston Hospitality Suite to pick up your information package. Spend a little time there meeting & greeting your shipmates and their honey's. We will have our “Welcome Dinner” at the hotel with a cash bar starting at 6:00 pm and dinner will be served at 7:00. After dinner, join your shipmates in the Hospitality Suite or take a stroll along the Riverwalk.

Tuesday April 5th:

We will be taking a trip to St. Augustine via a motor coach. Your professional tour guide meets the group dressed in period costume. We cover 450 years of colorful history: the Ponce de Leon discovery, the pirate days of Sir Francis Drake, the Spanish and English colonial years, and the Victorian Flagler era. We tour all the major sites and stop at the Castillo de San Marcos, the fort that was never captured in battle. St. Augustine was also the first winter resort for the rich and famous during the Gilded Age. Hear how Henry Flagler built the most opulent hotels of the day and turned the city into the “Newport of the South”. The second stop will be the Venetian Renaissance gem of Flagler Memorial Church. Your guide creates an interactive tour atmosphere which is fun for everyone.



This tour will be conducted on our coach and will be a 2-hour tour. Once this memorable tour is complete, our guides will lead you to the historic district and make some lunch recommendations. Then you are on your own for lunch and shopping in St. Augustine's unique historic district. What a wonderful way to enjoy our nation's oldest city!

This is a full day starting at about 9:15 am and returning to the hotel about 4:00 pm. The evening is yours to spend however you wish.

Wednesday April 6th:

We will be taking a trip to Naval Station Mayport & the Anheuser-Busch Brewery. Since its commissioning in December 1942, Naval Station Mayport has grown

2016 Jolly ‘J’ Reunion Schedule (continued)

to become the third largest fleet concentration area in the United States. Mayport's operational composition is unique, with a busy harbor capable of accommodating 34 ships and an 8,000-foot runway capable of handling any aircraft in the Department of Defense inventory.

With more than 3,400 acres, NS Mayport is the third largest Naval Facility in the continental United States host to more than 80 tenant commands including 22 naval ships and six Light Airborne Multi-purpose System (LAMPS) Mark III helicopter squadrons. NS Mayport is also the operational and training headquarters for the SH-60B Seahawk LAMPS MKIII with a primary mission of anti-submarine warfare. NS Mayport remains dedicated to providing the "Finest Service to the Finest Fleet," as it grows into the 21st century.

Shipmate Toby Mack is arranging a ship's visit. More details when we are closer to the reunion date.

Our delicious lunch will be overlooking the Atlantic Ocean at Ocean Breezes, the former Officer's Club which is now a catering and conference center.

The Anheuser-Busch Brewery Tour features an open-air gallery overlooking the floor of the Brew Hall, which offers an excellent step-by-step look at the all-Natural Budweiser brewing process. You will marvel at the speed and efficiency of the bottling and canning operations. Midway through the tour, relax in the Hospitality Room over complimentary tastings of the popular beers.

This will be a long day as well starting early in the morning at about 8:30 am and returning to the hotel around 4:00 pm. The evening will be yours to spend as you wish.

Thursday April 7th:

You will have the morning and afternoon free to spend as you wish. We will have our Annual Business Meeting starting at 4:00 pm and it usually lasts about 1 hour. At the meeting we will be voting on our reunion location for 2017 and selecting possible locations for the 2018 reunion so bring some ideas for 2018.

We will start our evening activities at 6:30 pm with a cash bar and our Farewell Banquet starting at about 7:00. We will finish the evening off with our "White Elephant Auction" which is always a great time. Our hospitality room will be open after the White Elephant Auction.

Answer to first page picture question: GITMO's Enlisted Men's Club

2016 Johnston Association Reunion is the 25th Anniversary of our Reunions!

Come join us for our 25th anniversary! The 2016 USS Johnston DD-821 Reunion will be held in Jacksonville, Florida. We have arranged our hotel arrangements at the newly renovated Double Tree Jacksonville Riverfront Hotel located at 1201 Riverplace Blvd, Jacksonville, FL 32207. It is located downtown on the Riverwalk and convenient to restaurants and the newly docked museum ship USS Charles F. Adams DDG2.

Due to Jacksonville being the home to so many conventions in May, the Johnston reunion has been moved up to Monday, April 4th thru the evening of April 7th. To be able to attend the entire reunion, you should arrive no later than the afternoon of Monday the 4th and leave no earlier than the morning of Friday the 8th as a minimum. Come earlier or stay later if you wish.

The below mentioned rates all include two full hot breakfast buffets per room per day and free self-parking each day (normally \$10 per night). The rates are good for 3 nights before and after the reunion. The negotiated rates are as follows:

- * **Sunset View Rooms** (two double beds, one queen bed or one king bed) overlooking the Southbank and San Marco district. \$99/night plus taxes
- * **Riverfront Rooms** (two double beds, one queen bed or one king bed) overlooking the St. Johns River and downtown Jacksonville skyline. \$109.00/night plus taxes
- * **Riverfront Junior Suites** (oversized one room suite with king bed & sitting area including pull out sofa, mini fridge and microwave) overlooking the St. Johns River and downtown Jacksonville skyline. \$129.00/night plus taxes

The Johnston reunion is currently active in the hotel's computer system so you can make your reservation now. We would appreciate you making your reservation early as we need to know the number of attendees asap. The reservation phone number is 1-800-223-8733. If you prefer making your reservation via the internet, our reservation site is active as well:

<http://doubletree.hilton.com/en/dt/groups/personalized/J/JAXJRDT-JOH-20160401/index.jhtml>

Be sure to mention the USS Johnston DD-821 Reunion (group "JOH") to receive the negotiated rates if calling in. If you have any problems let us know via email asap.

In addition to our Welcome Dinner on Monday and our Business Meeting, Farewell Banquet and White Elephant Auction on Thursday evening, we will be having a tour of the Mayport Naval Base and a tour to St. Augustine, home of the Fountain of Youth. More information included in this mailing. We truly hope to see as many of you as we can. We also hope you join us on our cruise just following the reunion (next page)!



Royal Caribbean's "Freedom of the Seas"

Ahoy Shipmates!

Isn't the "Freedom of the Seas" just beautiful—probably reminds you of the Jolly 'J' doesn't it. We are planning another reunion cruise right after the shore reunion ends. We will sail from Port Canaveral on Sunday April 10th, a few days after our Jacksonville reunion ends. There are many options for transportation from Jacksonville to the port and/or other places to visit.

We will cruise on the "Freedom of the Seas" for 7 days visiting the western Caribbean. Our itinerary is: Cruise from Port Canaveral, Florida - At Sea - Labadee, Haiti - Falmouth, Jamaica - Georgetown, Grand Cayman, Cayman Islands - Cozumel, Mexico - At Sea - Return to Port Canaveral, Florida.

Here are the current "From" prices per person & based upon double occupancy. Booking early locks in the price, if the price goes up, you keep your price! If the price goes down, John & Donna have always been able to get the new lower price. The booking deposit is **fully refundable** until 90 days prior to sailing.

Since this cruise is scheduled the same time as "Spring Break", there is a good chance the price will go higher as we get closer to sailing!

Inside cabins start from \$660 P/P

Outside (window) cabins start from \$824 P/P

Balcony cabins start from \$1,122 P/P

****Taxes, fees & port expenses: \$129.00 P/P**

Please contact Donna Argonti, Worldwide Cruise Headquarters, for more information or to book this or any other cruise!

THINKING OF A CRUISE?

If you didn't know it, John and Donna Argonti (John is a Johnston shipmate) are cruise experts. They have personally taken dozens of cruises, on most of the cruise lines and have first-hand experience to help you pick the right cruise line, the best itinerary, at the right time and the right price. They arranged the 2015 Johnston Reunion cruise and we all had a great time. They are currently in charge of the 2016 Johnston Reunion cruise as well. Give them a call or send them an email and see what they can do for you.



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Johnston Newsletter via email a hit!

George, best newsletter yet! BRAVO ZULU! With the change in timing of next year's reunion, I hope to attend for a few days. Best, Ernie Joy

Hi George: You put out an excellent, very professional looking, newsletter. I like it better in color than in the usual mailing format. Thanks for keeping it ongoing. Harry Odom

George, That's the most impressive ship's newsletter I have ever seen. Well done! Admiral Mike McCaffree

George, excellent job on the newsletter! V/s, Pascual Goicoechea

Geez, George, everybody in the photos has white hair.. those who have hair. What the heck happened? Dana Beyerle

George...WOW... Great job on the NEWSLETTER!!! :) Email format looks like a winner. Billy Cook

Thank you George, You did an outstanding job on the newsletter. Larry Scott

George, nice newsletter. Pete Misslin

Very impressive newsletter! Great work! Many thanks, Jim Boyd

TAPS



Ira Belk	12/30/2011
Joseph Tucholski	11/24/2012
Eli Takesian	6/13/2014
Arthur Gorham	7/1/2014
Richard Behrens	9/1/2014
John Hildenbrand	2/1/2015
Wayne Quimby	6/20/2015
John Kane	7/1/2015
Tim Kujawa	7/3/2015
William Hermann	7/14/2015

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USS JOHNSTON DD-821 ASSOCIATION

THE PURPOSE OF THE USS JOHNSTON DD-821 ASSOCIATION IS TO PERPETUATE THE BONDS THAT WERE FORMED AMONG THE PERSONNEL WHO EXPERIENCED THE "TRADITION OF THE SEA" WHILE SERVING ABOARD THE USS JOHNSTON DD-821, IN PERPETUITY.

WE DO THIS BY PROVIDING SHIPMATES A WEBSITE SECOND TO NONE THAT WAS BUILT BY AND IS OPERATED BY FORMER SHIPMATE DUANE MALLAST, AND WITH THE SUPPORT OF THE USS JOHNSTON ASSOCIATION AS A MEANS TO MEMORIALIZE AND SHARE THE EXPERIENCES WE ALL HAD WHILE SERVING ABOARD THE U.S.S. JOHNSTON. IN ADDITION, THE ANNUAL JOHNSTON RE-UNION REINFORCES THESE BONDS AND BRINGS US ALL TOGETHER AGAIN.

THE ASSOCIATION IS A "NOT FOR PROFIT" ORGANIZATION FORMED BY AND OPERATED BY USS JOHNSTON DD-821 SHIPMATES.

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USS Johnston DD-821 Newsletter

As the editor, I have to admit I'm running out of "items" to put in the Johnston Newsletter. I'm willing to continue putting the newsletter together but I need your help writing articles such as "my favorite Johnston port", "my scariest moment of the Johnston" or your biography. Basically any short story you feel our fellow shipmates will enjoy reading. Your photographs make the stories even more interesting. Have you written a book and want to share it, send me the information. Any articles you may have about the Jolly J, books that include our favorite ship and whatever else you can think of. I really enjoy reading about all our shipmates. I'm sure you would especially enjoy reading about that favorite officer and/or sailor you served with. I find it interesting to know what my former shipmates have been doing in their lives all these years since I served on the Jolly J. Your story can be a few paragraphs to a page or more. The best length is one type written page. Please email them to George Sites at "george.sites@gmail.com". You can also mail them to: USS Johnston DD-821 Association, 5653 Haydens Reserve Way, Hilliard, OH 43026.

Secondly we would appreciate payment of the yearly dues if at all possible. We do understand that not all can afford to pay and that is OK. However at \$15/year, you have to admit it's a great deal. At the time of this writing, we have only **99** paying members for **2015** or beyond out of the **367 (27%)** that are currently listed on our roster. All shipmates on the roster receive our newsletters and have been sent a dues payment form. The dues basically keep the Association afloat by not only paying for the printing of the newsletters but the cost of mailing them also. Dues also help to defray the costs of maintaining the USS Johnston website (www.ussjohnston.org). Now I don't know about you, but in my opinion, our website is second to none. You do the math, each mailing of the newsletter cost about \$350 time 80 paying members equals \$1200. That barely covers the cost of three mailings let alone four and doesn't leave a dime for our website. Extra donations have been our saving grace. Keep in mind the dues are **NOT** tax deductible! Contact George Sites via email if you don't know your dues status. We are including the **2015** dues payment forms with this newsletter in case you have misplaced yours.