

An Incomplete History of the
USS FISKE (DD/DDR 842)

For The Fiske Association

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Introduction

The USS FISKE was a Gearing Class destroyer, the last of the World War II design destroyers. She served in the US Navy from 1945 until 1980 and was subsequently transferred to the Turkish Navy where she served as the TCG Piyale Pasa (D350). The former FISKE was heavily damaged in 1996 when she ran aground and was scrapped in early 1999. Altogether the FISKE served two navies for over 54 years.

I am titling this report as an 'Incomplete History of the USS Fiske DD/DDR 842' for the simple reason that it not complete. I am continuing to try and fill the gaps and inconsistencies to the best of my ability. Any help in this effort will be appreciated.

The Soul of a Ship

Now, some say that men make a ship and her fame
As she goes on her way down the sea:
That the crew which first man her will give her a name -
Good, bad, or whatever may be.
Those coming after fall in line
And carry the tradition along -
If the spirit was good, it will always be fine -
If bad, it will always be wrong/

The soul of a ship is a marvelous thing.
Not made of its wood or its steel,
But fashioned of mem'ries and songs that men sing,
And fed by the passions men feel.
It's built of ambition, of jealousy, strife,
Of friendship, of love, and of fear;
It includes almost all of the makings of life;
It's nurtured on grumble - and cheer.

The soul of a ship is a molder of men -
Her spirit lives on through the years.
As she started her life, so she is in the end;
She shares each new crewmember's hopes and his fears.
And each man who joins feels the breath of her life -
As he stands up and takes heart again -
So he takes to himself the old sea as his wife,
And the ship has made a man among men.

Arthur A. Ageton
Naval Officer's Guide - 1943

Namesake

Rear Admiral Bradley Allen Fiske

13 June 1854 – 6 April 1942

Bradley Allen Fiske was born in Lyons, New York to the Reverend William Allen and Susan (Bradley) Fiske. His youth was spent in New York and then in Cleveland and Cincinnati, Ohio. He received his appointment to the U. S. Naval Academy from Ohio on 24 September 1870 and graduated, commissioned as an Ensign, in June 1874.

During his early service years he served onboard the Sloops-of-War Pensacola and Plymouth, both ships operating on the Pacific Station (another name for the Pacific Squadron), operating primarily between the west coast of the Americas and the Hawaiian Islands. He also served onboard the paddle steamer Powhatan in the Atlantic. During this period he received instruction in the then young field of torpedo warfare.

Fiske was promoted to Master in 1881 and Lieutenant in 1887. In 1882 he married Josephine Harper and they had one daughter, Caroline Harper Fiske, born 29 June 1885. During that decade he had training ship duty onboard the Sloop-of-War USS Saratoga and the Sailing/Steam Frigate USS Minnesota. The Minnesota had been severely damaged by the Ironclad CSS Virginia (the former USS Merrimack) but was rebuilt and served until 1898. He also served in the South Atlantic Squadron onboard the steam sloop USS Brooklyn and was twice assigned to the Bureau of Ordnance in Washington, DC.

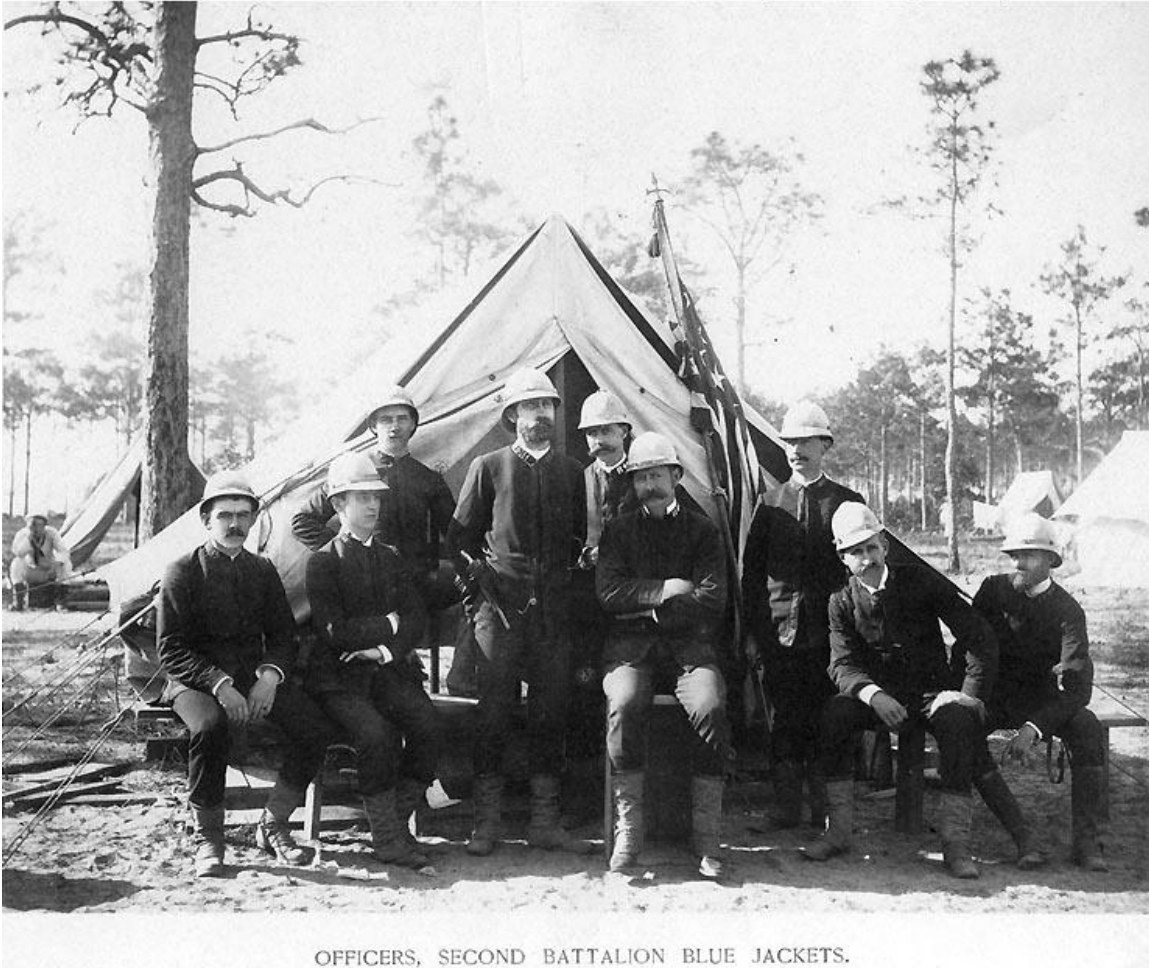
As one of the Navy's most technologically astute officers he supervised the installation of the ordinance onboard the USS Atlanta between 1886 and 1888. Atlanta was the first of the US Navy's modern steel warships.

Photo # NH 57410 After eight-inch gun on USS Atlanta



Sometime during late 1888 Fiske did a tour of duty at Camp Osceola on Pensacola Bay in Florida. Between 1888 and 1890 Fiske was involved in the trials of the large caliber compressed air guns onboard the USS Vesuvius. It was a promising experiment but it just didn't pan out. He also was involved in the installation of electrical lighting onboard the Navy's new cruiser the USS Philadelphia. The Philadelphia was the US Navy's first ship with electric lights.

Photo # NH 57918 Officers of Second Battalion at North Atlantic Squadron encampment, April 1888



OFFICERS, SECOND BATTALION BLUE JACKETS.

Lt. Fiske is fourth from left with holstered pistol

During the 1890's Lieutenant Fiske was primarily employed by the Bureau of Ordnance and also served onboard the cruiser USS San Francisco and the gunboats Yorktown and Petrel. While serving onboard the Petrel he took part in the Battle of Manila during the Spanish-American War. It was during this engagement that Fiske utilized one of his inventions, the stadimeter, to accurately direct the American fleet's naval gunnery at the Spanish fleet. Admiral Dewey decorated Fiske for "Heroic Conduct" in helping in this action.

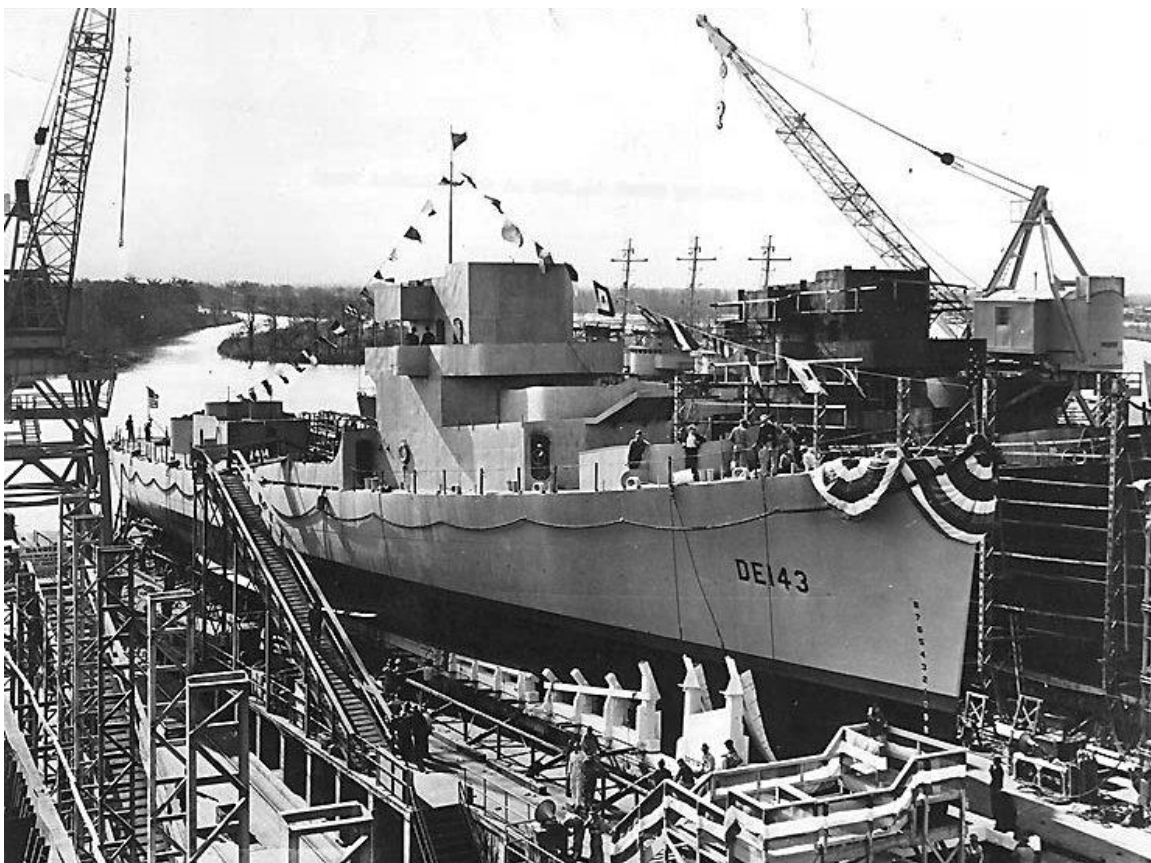


Captain Fiske with King Neptune and His court onboard the USS Tennessee crossing the Equator

Fiske followed the invention of the stadimeter with the development of optical gun sights and an optical rangefinder. Fiske, and others, is credited with improving the range and accuracy of naval gunfire from 6000 yards in 1898 to almost 20,000 yards by WW I. Fiske also was one of the first proponents of naval air power. He held a patent for the first aerial torpedo launched from an aircraft. This support of naval airpower put Fiske at odds with then Secretary of the Navy, Josephus Daniels. The animosity between them, (one of their opposing views was the removal of all alcohol from naval vessels by Secretary Daniels) lead to Admiral Fiske retiring in June 1916 after serving for 41 years. Admiral Fiske is also credited with creating the Naval Districts and helped to establish the position of Chief of Naval Operations. He was a strong advocate of navy preparedness. He was active in naval affairs throughout the 1920's and into the '30's. Admiral Fiske died in April 1942 at the age of 87.

The first FISKE (DE 143)
Call Letter: NQDA
August 1943 - August 1945

The first FISKE was laid down on 4 January 1943 by the Consolidated Steel Corporation of Orange, Texas. She was launched on 14 March 1943 and commissioned on 25 August 1943. FISKE was sponsored by Mrs. H. G. Chalkley and her first Commanding Officer was Lt. Commander R. P. Walker. She began service as a convoy escort with a voyage from Norfolk to Coco Solo, C. Z. to New York between 12 and 25 November 1943. On 3 December FISKE cleared Norfolk and the first of three assignments from Norfolk to New York to Casablanca. During the third of these, on 20 April 1944, her convoy came under attack by German torpedo bombers in the western Mediterranean but none came within range of FISKE.



Completing her Casablanca runs with her return to New York on 21 May 1944 FISKE joined the hunter-killer group formed around USS Wake Island (CVE 65) at Norfolk 10 June 1944. Five days later her group sailed to patrol across the Atlantic, putting into Casablanca to replenish in late July. On 2 August, during a special hunt for submarines known to be transmitting weather information from a station in the central Atlantic, FISKE and USS Douglas L. Howard (DE 138) were detached to investigate a visual contact both had made. The contact - north of the Azores - was the surfaced U 804, which quickly dove, but the two escorts picked it up on sonar and began their attack approach. Suddenly, FISKE was torpedoed on her starboard side amidships and within 10 minutes she broke in two and had to be abandoned. Thirty-three crewmen were killed and 50 badly wounded by the explosion, but all crewmen that survived the explosion were rescued by the USS Farquhar (DE 139)



USS FISKE (DD 842)
Call Letters: NBBU
Motto: "Detect and Destroy"
November 1945 - April 1952

In keeping with Navy tradition Hull 262 at the Bath Iron Works, Bath, Maine became Fiske to honor a ship lost in wartime. Fiske was sponsored by Mrs. F. E. Ribbentrop, the mother of Motor Machinist Mate 3rd Class Walter E. Ribbentrop who was killed during the sinking of the former FISKE, and launched on 8 September 1945. She was commissioned at Boston Naval Shipyard on 28 November 1945 with CDR C. H. Smith commanding. [As a short aside - of the over 100 destroyers and destroyer escorts built by Bath Iron Works between 1939 and 1945 only seven were lost due to enemy action. Ships built by BIW became known as 'lucky ships' throughout the Navy]

When commissioned Fiske carried the then standard armament package of 3 dual 5"/38 gun mounts, 3 40mm quadruple mount AA guns, 2 40mm twin mount AA guns, 5 20mm twin mount AA guns, 1 quintuple 21" torpedo tubes, 6 'hedgehog' mounts and 2 depth charge racks. The additional 40mm and 20mm guns were added to all destroyers shortly after the Japanese started using kamikaze attacks against our fleets.

After her 'shakedown' cruise Fiske joined the Atlantic Fleet and served as the Engineering School ship for the Destroyer Force, Atlantic Fleet and was home ported in Portland, Maine. In February 1946 Fiske assumed operational duties and her homeport was changed to Newport, RI. She made the first of three 'Med' cruises out of Newport in mid-1946 and was awarded the Navy Occupation (Europe) medal for service in Italian waters helping to clear mines in the Adriatic Sea left over from WWII. Fiske was credited with the destruction of seven mines in one day during these operations. Fiske was assigned to escort and assist another destroyer in its return to the Brooklyn Naval Yard after it sustained damage to its stern from an exploding mine. Fiske's next trip to the Med in 1947 was much of the same. She spent the Christmas and New Year's holidays in Venice in both 1946 and 1947. It was during December 1947 that LT C. H. Butt

served as Weapons Department Head and through much of 1948 and until July 1949 as he served as Executive Officer. More on this rather unusual occurrence later

The late '40's brought the onset of the 'Cold War' with Communist insurgencies in Greece and other places. Anecdotal evidence appears to indicate that during Fiske's 1948 Mediterranean cruise she participated in gunfire support operations along the coast of Greece against communist insurgents.

Venice, 11/1946



*Taken the first time in Venice this ship
which is a ^{young} ~~Marble~~ ship built in from Boston*

THIS IS THE GRAND CANAL VENICE ITALY

During the 1948 Med cruise Fiske made port calls in Gibraltar, Sfax, Tunisia, Argostolion, Patras and Suda Bay (Crete), Greece as well as Toulon, France, Tripoli, Libya, Naples and Syracuse (Sicily) Italy. Upon her return Fiske participated in an Atlantic Fleet exercise to evaluate radar fire control developments. This exercise took the Fiske from the Florida Keys to Davis Inlet, Newfoundland.

In her first five years of service Fiske earned the Battle Efficiency 'E' in 1948, 1949 and 1950. Additionally she won the Marjorie Sterett Battleship Prize in 1949 (the monies from this prize

allowed Fiske to become the first destroyer to have a TV set) and the DESLANT Basketball Championship.

With the commencement of hostilities on the Korean Peninsula Fiske sailed from Newport on January 3rd 1951, transited the Panama Canal and arrived in Sasebo, Japan on February 12th. After reporting to the Seventh Fleet Fiske became the flagship for Task Element, Korean East Coast Blockading and Patrol Group, Sonjin-Chomjin Area. Tasked with this responsibility Fiske embarked a ROK Reconnaissance Team consisting of an officer and 14 men.

During April and May of 1951 she Performed 'Flycatcher' Patrols to intercept North Korean coastal shipping, escorted shipping from Japan to Korea, and provided gunfire support. Fiske was credited with sinking one North Korean junk and damaging several others, as well as the destruction of numerous floating mines (mainly of Soviet manufacture). Fiske is also credited with the destruction of a critical railroad bridge that could not be bypassed which seriously disrupted enemy coastal railway traffic.

On one occasion Fiske fired on an engine and tender but the locomotive raced for the cover of a tunnel before any hits were observed. On June 2nd Fiske deployed the ROK Recon Team to the coast of North Korea. The team was taken ashore on a small sampan towed by the ship's whaleboat. A machine gun was mounted on the whaleboat for protection. The mission of the ROK Team was to gather military intelligence and prisoners for interrogation.

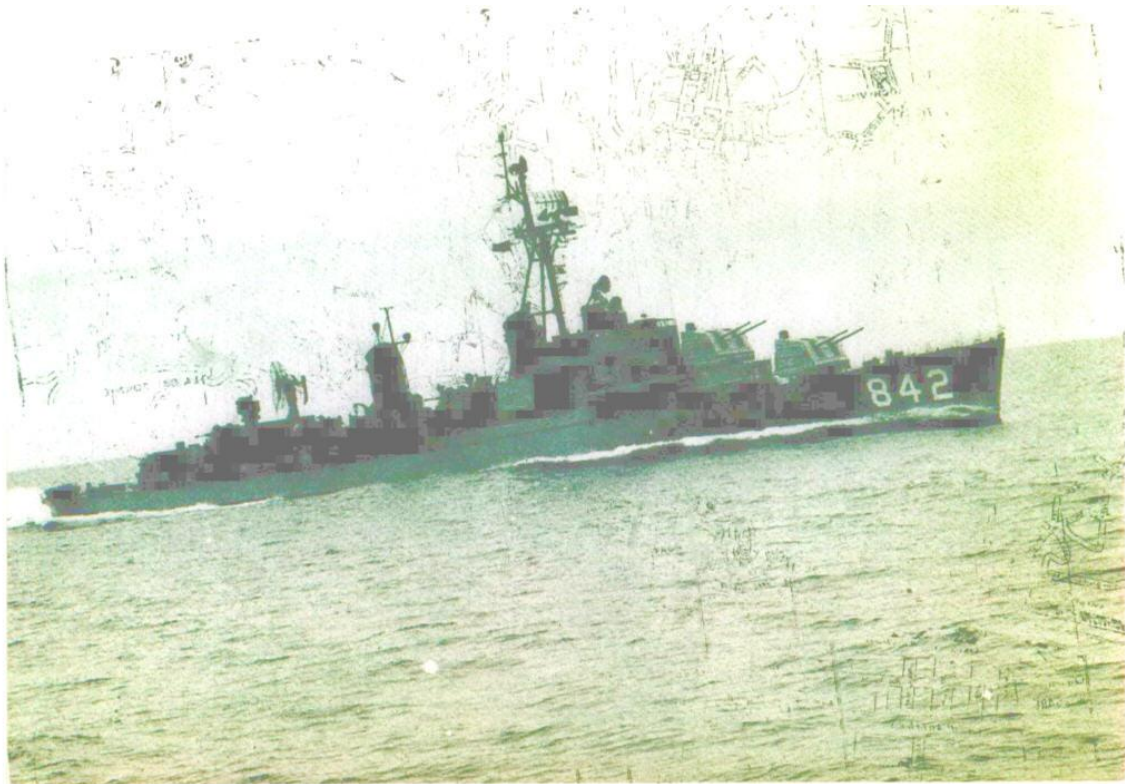
As the ROK Team was being picked at the end of their mission the whaleboat came under fire from North Korean machine guns. These guns were quickly silenced by the fire of 40mm's from the Fiske before any injuries or damage was sustained. According to the Fiske's war records significant information about troop disposition and military traffic was obtained and two North Korean prisoners were also taken aboard. These prisoners were subsequently transferred to the USS Burlington (PF 51) for interrogation at Wonson.

Fiske departed the Seventh Fleet in late June 1951. During her service in Korea waters Fiske was awarded the Korean Service medal with two Battle Stars. Fiske steamed westward from Korea and arrived in Newport, RI on August 8th 1951, thus completing her first

'Around the World' cruise and first verifiable combat duty. Fiske continued operations with the Atlantic Fleet continued until she entered the Boston Naval Shipyard on April 1st 1952 for decommissioning and conversion.

USS Fiske (DDR 842)
Call Letters - NBBU
Motto: "Watchdog of the Fleet"
November 1952 - February 1964

When Fiske entered Boston Naval Shipyard in April 1952 to be decommissioned as a DD and converted to a DDR she underwent a dramatic change not only of mission but also of silhouette. All of the 40mm and 20mm gun emplacements were removed. As were the 21" torpedo tubes. The 3" mounts remained on the 01 level. In place of the single stick mast forward she received the tripod mast to hold the much larger antenna of an Air-Search Radar and an improved Surface-Search Radar as well as the UHF antennas needed to communicate with aircraft under her control.



AT SEA - 1953

Fiske also underwent a significant shift in the composition of her crew. With the removal of most of her gun emplacements there

was less need for Gunnery Department personnel. With the addition of larger Radar and communications equipment systems Operations Department became bigger. Engineering Department was largely unaffected.

After being recommissioned on November 25th 1952 Fiske returned to Newport, RI and spent the holidays there. On February 2nd 1953 departed for a 'shakedown cruise' and Fleet Refresher Training at Guantanamo Bay, Cuba. After a period of normal GITMO activities Fiske returned to Newport on May 7th 1953 after a liberty port call in San Juan, PR. Fiske departed Newport for the North Atlantic on September 16th 1953 for the North Atlantic and 'Operation Mariner'. That operation took the Fiske north of the Arctic Circle and conveyed 'Bluenose' status on all crewmembers. Fiske spent October 1st - 4th in Plymouth, England and returned to Newport on October 18th.

January 4th 1954 saw Fiske underway for her first duty with the Sixth Fleet as a DDR in the Mediterranean. During the next five months Fiske operated with units of other NATO nations and units of the Sixth Fleet. Ports of Call included Gibraltar; Palermo and Augusta Bay, Sicily; Salonika and Piraeus, Greece; Naples and Genoa, Italy; Marseilles, Cannes and St. Raphael, France; Tarragona, Spain; and, Lisbon, Portugal. During the visit to Genoa the Fiske hosted a ship's party. She returned to Newport on May 26th.

There is no official information of what operations occurred between end of her first Med cruise as a DDR in 1954 and her entry into the yards in mid-1957. It can be presumed that she made at least one more Med cruise and numerous Atlantic Fleet operations during that period but I have been unable to find verification.

In mid-1957 Fiske returned to Boston Naval Shipyard for a general overhaul and the addition of more electronic equipment. This additional electronic equipment -TACAN-necessitated the addition of another mast just forward of the aft stack and was also a tripod type. This mast and the large radome that it carried, plus the ECM radomes, were to become the signature silhouette of DDR's throughout the fleet.

Upon completion of the overhaul in Boston Fiske took on ammunition and sailed to Newport via the Cape Cod Canal. January

1958 was spent operating out of Newport. Due to a lack of berthing space at Pier One most of the inport time was spent moored at the 'Mike' buoys and taking the motor whaleboat or a watertaxi to Fleet Landing. Fiske was also berthed at the State Piers in Fall River and New Bedford, MA.

In early February she departed on a 'shakedown' cruise to Guantanamo Bay, Cuba. Enroute to Cuba liberty port calls were made to Charleston, SC and Miami, FL. Interspaced with the normal shakedown activities of drills and shore gunfire practice at Culebra, PR liberty port calls were made to Santiago, Cuba and San Juan, PR.

Fiske returned to Newport in March and departed for the Med in April for duty with the Sixth Fleet. During the next several months she made port visits to Barcelona and Valencia, Spain; Taranto and Rappolo, Italy; Salonika and Piraeus, Greece; and Lisbon, Portugal. She returned to Newport in August.

In early September 1958 departed Newport to participate in a NATO Exercise in the North Atlantic. While enroute Fiske refueled off the USS Wisconsin (BB 64) in heavy seas. The Fiske lost power with the fuel lines connected. The in-haul lines and hoses parted, fouling the side of the Fiske, but no injuries were sustained.

This exercise took the Fiske north of the Arctic Circle off the Lofoten Islands of Norway. On September 7th at 9 degrees, 17 minutes longitude Fiske again entered the 'Realm of the Arctic Circle' and 'Bluenose' certificates were awarded to all crewmembers. Upon completion of the exercise Fiske made two ports of call. She docked at the British Naval Dockyard in the Firth of Forth and tied up next to the USS Albany (CL 123) in the Firth of Clyde. She arrived back in Newport in October.

In January 1959 Fiske again departed for the Med. Ports of call were made at Gibraltar; Naples, Italy; Valencia and Barcelona, Spain; Antibes and Nice, France. A ship's party was held at Palma de Majorca, Spain. Fiske was 'outchopped' from Valencia, Spain and was headed for Newport when the Lebanon Crisis had her re-routed to Suda Bay, Crete. Fiske, along with most of the US Navy's Sixth Fleet, spent several weeks there until the crisis was resolved. Fiske returned to Newport in August.

November found Fiske again headed to Boston Naval Shipyard for an electronics upgrade. The AN/SPS-6C Air-Search Radar was removed and the more powerful AN/SPS-29 was installed. To make room for a new deckhouse on the 01 level to house the new Radar's electronics both forward twin 3"/50 gunmounts were removed. This left Fiske with only Mount 33 and her 3 dual 5"/38 mounts as her offensive/defensive armaments. The 'bedspring' antenna of the AN/SPS-29 Radar, combined with the TACAN dome, became the distinguishing features of the Fiske until 1964.



Fiske departed the shipyard in February 1959 and after a brief stay in Newport departed for Guantanamo Bay, Cuba in March. While in route she made a port call to Jacksonville, FL. After there was an 'incident' ashore in Jacksonville Fiske was 'requested' to reberth at the Mayport Naval Station.

Upon completion of Refresher Training at GITMO Fiske returned to Newport. In October 1959 she again returned to the Med. While anchored off Cannes, France during a storm on Christmas Eve Fiske had her anchor drag and ended up on the rocks near the beach. She sustained damage to one of her screws and had to limp into drydock in Malta for repairs. Fiske returned to Newport in early 1960.

In May 1960 Fiske's homeport was changed to Mayport, FL where she became part of DesRon 8 and frequently carried the flag of DesDiv 82 and, occasionally, the flag of DesRon 8.

In September and October she made a North Atlantic cruise with a port call to Hamburg, Germany after transiting the Kiel Canal and Elbe River. She returned to Mayport in late October after encountering some very heavy weather off Cape Hatteras and losing some life rafts and the Deck Department's staging that had been secured between the stacks on the 01 level.

There was a story told throughout the ship that a junior officer missed the departure of Fiske from Hamburg and was seen making his approach to the ship on a small craft standing on the bow yelling, 'Schnell, schnell!' while waving what appeared to be a brandy bottle. Many of the sea detail personnel were cheering him on but the C.O., CDR C. E. Hunter, to quote Queen Victoria, "was not amused." The ship stopped to pick him up and then proceeded on her way. I believe that the phrase is "being in hack" for several days after that slight misstep.

February 1961 found the Fiske headed back to the Med. During that cruise she made stops Cannes (twice) and Golfe Juan, France; Naples (four times), LaSpezia, Savonna and Gaeta, Italy; and Monaco. During the stop in Gaeta about 50 crewmen volunteered for a working party to help paint a local orphanage. By all reports it was a lot of fun and took all day.

While in Monaco Fiske was anchored in the inner harbor during the Monacan Gran Prix. Some crewmen went ashore and rented space on rooftops to watch the race. Those that stayed aboard used every pair of binoculars they could find to watch Sterling Moss wend his way through the hay bales to victory in his dark green Lotus. [That photo of the Fiske sitting in the middle of Monte Carlo harbor surrounded by all the toys of the 'beautiful people' is probably this writer's favorite of the hundreds I've gathered - completely ignoring the fact that I was onboard at the time.]

The stop in Tripoli, Libya was memorable also. The Fiske was the first ship to visit in several years. The only 'recommended' liberty place was Wheelus AFB outside the city. The liberty party was told that they could not be on the streets after dark. The stores and clubs on Wheelus were the best things to be seen in Tripoli.



Upon her return to Mayport in July 1961 Fiske spent much of the remainder of the year in the local ops area. In early 1962 Fiske went to Charleston, SC for a yard overhaul. As part of the overhaul Fiske was to enter a dry-dock and check out the condition of the sacrificial anodes near the shafts and rudders.

As the last of the water was leaving the dry-dock a crunching sound could be heard. The chocks were too short and Fiske was sitting on her SONAR dome. This slight error extended her stay in Charleston by almost a month. I have found no information as to if this had any bearing on the somewhat precipitous Change-of-Command held onboard Fiske when CDR Cyrus H. Butt relieved CDR Hunter.

Upon completion of the overhaul Fiske returned to Mayport in late February or early March 1962 and conducted local operations and joined the Caribbean Patrol (which had been initiated after the

abortive Bay of Pigs invasion in early 1961). Fiske was awarded the Navy Expeditionary medal for service with this patrol during 1962.

On October 21st 1962 Fiske, along with almost every operational ship between Boston and Key West, got underway towards Cuba. I appeared that the USSR was bringing offensive missiles into Cuba and the US had pictorial evidence. Since this was the weekend many of the ships were short handed. A general recall had been put out but a great many sailors missed their ships that day. Transit barracks were stripped of all personnel and divvied up among the ships as best as possible.

[Historian's note -Yours truly was one of many. I was home when the general recall was broadcast. I returned to Mayport as quickly as I could. We were bundled onto Navy R4D transports and flown to Guantanamo Bay, Cuba for further transport to our respective commands.

A COD flight took us out to the Enterprise and we were then high-lined to our ships. When I made my visit to the National Archives in Washington, DC the following photo was the only one available to prove that Fiske was there.]



Information newly released by the Navy Historical Center verified Fiske's presence off Cuban shores but not as a member of the blockading force (for diplomatic reasons it became a 'quarantine' because calling it a 'blockade' meant that a state of war existed). She was part of TF135 centered on the USS Enterprise (CVAN 65). The Enterprise's mission was to counter-strike in the event the balloon went up. Apparently the reason for all the years of secrecy surrounding TF135 was that the Enterprise carried tactical nuclear weapons.

It was during this period that Fiske earned the Armed Forces Expeditionary medal. She had also earned the National Defense medal previously (which was awarded to every unit and service member that served after January 1960).

Fiske returned to Mayport in early December after almost 6 weeks with TF135. Probably the most memorable events of that time were spending about 48 hours at GQ with live rounds in the barrels early on in the event and when the forward refueling hose parted as

she was being fueled by Enterprise and several gallons of NSFO sprayed the Port side from the break aft and upwards to the bridge wing. The Enterprise was kind enough to high-line a few of bales of rags over after Fiske had used all of hers.

February 1963 found Fiske on her way to the Med. There were port visits to Cannes, France; Piraeus and Rhodes, Greece; Palermo, Sicily; Naples and Taranto, Italy. During this cruise Fiske was detached from Sixth Fleet and transited the Suez Canal to participate in patrols off the Horn of Africa. The mission was to help in intercepting gunrunners between Africa and Asia Minor in the Red Sea. Fiske operated with the Royal Navy's Tribal Class Frigate HMS Ashanti and had a 3-day port visit in Aden. Fiske was tied alongside the Ashanti to a 'camel' anchored out. Former Secretary of the Navy Josephus Daniels would not have approved, as the Brits still had beer with lunch and dinner and still offered their ration of grog. An Imperial pint of beer cost the equivalent of a nickel. They even keep it cold since the outside temperature was about 115 F. at noon.

Fiske returned to Mayport on July 1st. She participated in numerous operations with elements of DesRon 8 for the remainder of the year. In early 1964 she departed Mayport in route to the Naval Shipyard in New York for decommissioning and FRAM conversion.

USS Fiske DD 842
Call Letter - NBBU
Motto "Detect and Destroy"
December 1964 - June 1980

In February 1964 Fiske's homeport was changed to New York, NY where she was decommissioned as a DDR. Fiske was going to undergo a FRAM (Fleet Rehabilitation & Modernization) conversion at the New York Naval Shipyard. The conversion consisted mainly of the removal of the after mast with its TACAN and ECM Radomes; the aft deckhouse containing the AN/SPS-8 Height-finding RADAR; Mount 52; much of the main deck superstructure; and, the remaining after 3"/50 gun mount. In their place was installed the ASW DASH helicopter hanger aft, an ASROC Launcher amidships and new ECM Radomes atop the DASH hanger. Other electronics equipments were upgraded and 01 level Port & Starboard triple tube torpedo launchers forward of the bridge.



After Refresher Training in Guantanamo Bay, Cuba Fiske was assigned ASW duties. In 1965 Fiske patrolled Santa Domingo harbor the crisis in the Dominican Republic.

On January 19th 1966 Fiske left Newport for what was to become her second 'Around-the-World' cruise some 14 years after her first one. She transited westward through the Panama Canal and arrived in San Diego, CA on February 5th and arrived in Pearl Harbor, HI February 11th. Fiske crossed the International Dateline on at 0800 Friday, February 18th and it became Saturday, February 19th where Fiske entered the Domain of the Golden Dragon.

Fiske moored at Subic Bay Naval Station in the Philippines on February 28th and departed on her first war patrol during the Viet Nam Conflict on March 11th. When she entered the war zone on March 12th the crew of the Fiske became entitled to the Viet Nam Service medal and Federal Income Tax exemption.

On March 14th Fiske rendezvoused with the USS Ranger (CVA-61) and became the Ranger's Plane Guard. Fiske subsequently was assigned as the Plane Guard for Enterprise (CVAN-65) and the Hancock (CVA-19). Between Plane Guard duties for the carriers she served as a SAR (Search & Rescue) in the Tonkin Gulf. While performing SAR duties Fiske came under fire from North Vietnamese coastal batteries on April 4th. She suffered no hits in that encounter. April 14th found Fiske moored in Subic Bay, Philippines because of typhoon 'Hester'. Typhoon 'Judy' found Fiske at sea with 20-foot waves and 40-knot winds.

A port call was made at Hong Kong June 10th through the 14th of 1966. Fiske began her fourth war patrol with her departure from Hong Kong. During this patrol Fiske provided shore gunfire support and is credited with destroying several targets and giving illumination support. Fiske departed the combat zone and made a port call at Kaosuing, Taiwan June 25th through July 3rd.

After a brief stop at Subic Bay Fiske headed westward and crossed the Equator on July 9th where all the ship's Pollywogs were inducted into King Neptune's Realm as Shellbacks. After a brief refueling stop at the ESSO fuel piers at Penang, Malaysia she spent two days in Cochin, India and then transited the Suez Canal. In route

to Newport port calls were made at Piraeus, Greece; Barcelona, Spain; and, Gibraltar. The Fiske arrived in Newport, RI on August 17th.

In late 1966 Fiske participated in LANTFLEX 66 – an extensive naval exercise held in the Caribbean. After the completion of that exercise Fiske departed for a six-month deployment to the Mediterranean and the Indian Ocean in May 1967.

During this deployment she again transited the Suez Canal. This time it was just days before the Arab-Israeli War closed the Suez Canal in 1967. She made port calls at Massawa, Eritrea; Djibouti, French Somaliland; Bahrain, UAE; and, Mombasa, Kenya. The HMS Nubian – one of the UK's 'Tribal Class Frigates' – was stationed in Mombasa. That became the unofficial 'homeport' of Fiske while in that area. The Oasis Bar in Mombasa served American beer and hamburgers. Fiske rescued the crew from a grounded freighter and conducted 2 other at sea rescues. As she was about to return to the Med Fiske was called upon to rendezvous with the severely damaged Forrestal (CVA-59) off the coast of South Africa and escort her home from the war zone.

During the trip home Fiske and Forrestal refueled from the oilers USS Chemung and the British ship Tidesurge.

Upon her return to Newport in September Fiske conducted local ops for the remainder of the year. In June and July 1968 she underwent refresher training in Guantanamo Bay, Cuba and then in September departed in September for a five-month Mediterranean deployment. Fiske returned at the end of January 1969. The remainder of 1969 was spent conducting local operations.

In May 1970 Fiske was deployed with DesRon 12 on a five-month Northern European deployment. She participated in two NATO exercises, conducting ASW operations, and returned to Newport, RI in October. The remainder of 1970 and all of 1971 were spent operating with the Atlantic Fleet. Fiske participated in exercises and made port visits from the Caribbean to Nova Scotia.

Between March and September 1972 Fiske was in Boston Naval Shipyard for a routine overhaul. Upon her departure she sailed for a brief Caribbean cruise and returned to Newport in October.

On January 4th 1973 Fiske deployed to the Mid-East and Indian Ocean. In route port calls were made in the Atlantic at Guantanamo Bay, Cuba; Trinidad, BCC; Recife, Brazil; and Luanda, Angola. Fiske crossed the Equator on January 28th and the 'usual' induction of Pollywogs into Shellbacks took place. After rounding the Cape of Good Hope she entered the Indian Ocean on February 16th.

Between operations in the Indian Ocean calls were made at Lourenco Marques, Mozambique; Port Louise, Maritius; Nossi Be, Malagasy Republic; and, Mombasa, Kenya. March 21st through the 24th were spent in the Red Sea with brief stop at Massawa, Ethiopia.

The month of March 27th through April 24th was spent operating in the Arabian Gulf with stops in Bahrain, UAE and Karachi, Pakistan. Fiske returned to the Indian Ocean and made a stop at Victoria, Seychelles. The Fiske headed home with stops at Mombasa, Port Lois, Lourenco Marques and Luanda.

While near Brazilian waters she conducted two days of operations with the Brazilian navy and then refueled at Trinidad. Port call were made at St. Thomas, VI and Roosevelt Roads, PR. Fiske arrived in Newport on July 2nd.

Later in July Fiske, and the rest of DesRon 12, were placed in the Reserve Force at Bayonne, NJ. In 1974 Fiske was briefly re-activated for a 6-month Mediterranean deployment. Little information is available for the period of 1974 through 1980 when Fiske was turned over to the Turkish Navy accept some anecdotal stories from Reservists that did drill time onboard her. It appears that Fiske maintained her reputation of being 'haze gray and underway' for after her return to Bayonne, NJ after her Med deployment in 1974. She did numerous weekly and/or monthly cruises with Active Duty Reservists on their annual tours.

Reservists that normally drilled onboard for their monthly weekend frequently found themselves on other ships or at a shore facility while Fiske was out to sea.

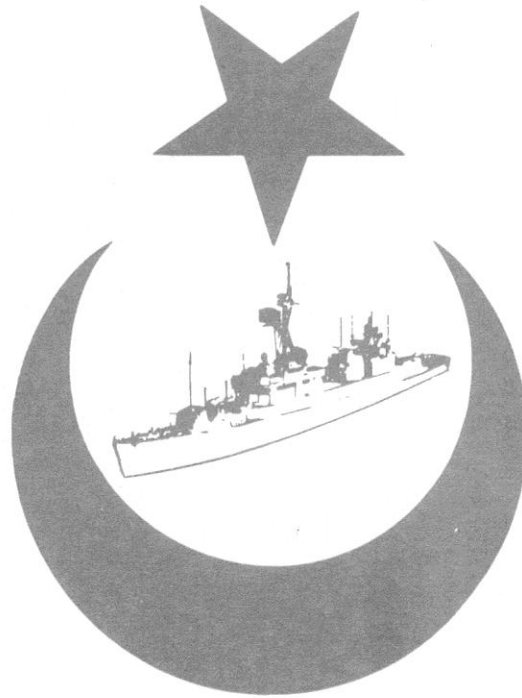
In June 5th 1980 Fiske was decommissioned for the last time and transferred to the Turkish Navy as the TCG Piyalepasa (D350). The transfer became permanent when Fiske was stricken from the U.S. Naval Register on August 6th 1987.

TCG Piyale Pasa (D350)
June 1980 - December 1999

On June 5th 1980 the recently decommissioned USS Fiske (DD 842) became the TCG Piyale Pasa (D350) and began the continuation of a long and honorable career in service to the country whose flag she flew.



**RETIREMENT
OF
USS FISKE (DD-842)**



**AND
COMMISSIONING
OF
TCG PIYALE PASA (D-350)**

5 JUNE 1980

*Arrival of RADM C.A. BRETTSCHEIDER—Ruffles & Flourishes

(Please remain standing for National Anthem)

*National Anthem of the United States of America
Invocation: Chaplain ANDREW JENSEN, CHC USN
Remarks by Commanding Officer, USS FISKE, CDR
S. L. TURNER JR. USN

Remarks by Commander Destroyer Squadron THIRTY,
Captain G. A. ARCHAMBAULT, USNR

Remarks by Commandant, Fourth Naval District, Rear
Admiral C. A. BRETTSCHEIDER, USNR

*Decommissioning of USS FISKE
Lowering of Colors
March Off (Guests be seated)

Introduction of Prospective Commanding Officer, D350,
CDR KAZIM EVIRGEN

Commissioning of TCG PIYALE PASA
March On, Set the First Watch

*Hoisting of Turkish Colors—The National Anthem of
Turkey

Remarks by Senior Turkish Officer Present.
Captain ILHAMI ERDIL, Naval Attaché of Turkey

Moslem Prayer
Petty Officer YAVUZ KAPLAN

Reception on Fantail

*Audience to Stand

Commander Kazim Evirgen

Graduated from the Turkish Naval Academy and was commissioned in 1961. He majored in Weapons Engineering, and began his career as Communications Officer and Operations Officer in TCG MORDOGAN. He then served as Fire Control Officer in TCG PIYALE PASA (the first ship to bear that name). He later became Weapons Officer of the cadet training ship TCG SAVARONA. This tour was followed by service as Executive Officer in TCG ICEL, a destroyer. He then served as Executive Officer in TCG C. G. HASANPASA, a frigate.

He became Commanding Officer of TCG ICEL in August 1978. He served there until being detached to assume command of TCG PIYALE PASA today. He has been selected for Commander. He is the father of a boy and a girl, and lives in Izmit, near Istanbul.

Commander Steven Lloyd Turner

Born and raised in Danville, Virginia, Commander Steven Lloyd Turner was commissioned in July 1961 upon graduation from the U. S. Merchant Marine Academy, Kings Point, New York.

Ensign Turner reported aboard USS CONWAY (DD 507) in December 1961. Following service in the CONWAY, he attended the Destroyer School at Newport, Rhode Island and upon graduation, served as Chief Engineer aboard USS HOLDER (DD 819), from May 1963 until June 1965.

Subsequently, Lieutenant Turner served as an NROTC instructor at the University of South Carolina. In 1968, he assumed command of USS COCONINO COUNTY (LST 603) followed by command of USS OUT-AGAMIE COUNTY (LST 1073). Both of these amphibious ships were homeported in Guam, and served extensively in Vietnam.

Upon completion of service in the Pacific, Lieutenant Commander Turner became a student at the Naval War College at Newport, Rhode Island. He then served as Executive Officer of USS BRUMBY (FF 1044) before once again returning to academic life as a student at Rensselaer Polytechnic Institute. Following his studies at R.P.I., LCDR Turner was assigned to Headquarters, Naval Sea Systems Command, Washington, D.C.

Commander Turner took command of USS FISKE (DD 842) in January 1978. Commander Turner resides in Fairfax, Virginia with his wife, Louise, and three daughters Melanie, Natalie, and Suzanne.

The TCG Piyale Pasa served in the Turkish Navy until she ran aground in late 1996 and was heavily damaged. She remained in limbo until she was officially scrapped on January 10th 1999.



Thus ended the life of a ship that served two navies honorably and well from 1945 through 1998 – a total of almost 54 years. She was one of many of her class but unique in the minds of those that served onboard her.

I cannot speak for all who served aboard her over those many years and would never try. She was my first ship and, therefore, occupies a very special place in my heart and mind.

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Jeff Kovite

Dennis Stead

Douglas Bracken

Joseph Fenick

Robert Johnson

Edward Barncord

Herb Foy

Sandie Siciliano

Jerry Hanson

Addenda

During the course of her thirty-five year career with the U. S. Navy Fiske was awarded six ribbons that I have verified. They are, in order of precedence, the following:

Navy Expeditionary	Caribbean Patrol - '61-'62
Navy Occupation	Mediterranean - '46 - '48
National Defense	Service after December 1960
Korean Service (with 2 stars)	Korean waters - Feb-May'51
Armed Forces Expeditionary	Cuban Quarantine 1962
Vietnam Service	Vietnamese waters 1966

At the time Fiske was decommissioned in June of 1980 the panels on either side of the forward superstructure just below the bridge should have displayed these awards, in that order, commemorating this distinguished service to the nation.

Anyone that served onboard during the periods above should have on their DD-214 the appropriate award(s) enumerated. Recent directives from the Veterans Administration encourages all veterans to proudly wear their ribbons at Memorial Day, 4th of July and Veterans Day events. The VA website has links where DD-214's can be corrected and/or verified; lost awards replaced; and, other services for veterans in resolving any questions.