

The 820 Newsletter



The Official Publication of the USS Rich DD/DDE-820 Association
Volume 10, Number 3

On the Internet: <http://www.ussrich.org>
August 2003

[Editor's Note: The date was 12 July 2003 as I sat in front of my computer contemplating what my lead story would be for this issue. As I perused our website I was startled to note that it was *exactly* 26 years to the day of that fateful UNREP which was the beginning of the end for the *RICH*. The following is an un-official recounting of the events as remembered by some of those who were there.]

Disaster at 19.32.3N 64.56.3W

On July 12, 1977 *RICH* was steaming in the Atlantic Operations Area preparing for an underway replenishment as part of a Selected Refresher Training program.

A rendezvous was planned with USS CALOSSAHATCHEE, one of the fleet's super ships weighing in at 88,000 tons with an ice-breaker prow. The rendezvous took place about noon and called for the standard plan of 14 knot speed at a 100 foot separation distance.

Following an uneventful replenishment, the Boatswain of the Watch passed "Breakaway" over the 1MC. The Engine Order Telegraph was rung up from 14 to 22 knots. "Right standard rudder" was ordered. What was later determined to be reversal of polarity in the trick switch in After Steering caused the bridge to lose control of the ship. At that time the right standard rudder became a left standard rudder turning *RICH* into the path of CALOSSAHATCHEE.

The first two impacts heeled *RICH* over at least 50°. The fact that she had just refueled made her bottom heavy and most likely prevented her from simply rolling over and sinking.

In all, *RICH* was hit **fourteen times** by CALOSSAHATCHEE.

The resulting damage was severe. One hit forward of the break exposed the mess deck. Most parts of the 01 level experience major damage including the complete demolition of the weatherdeck support stanchions.

The ASROC magazine was opened by the CALOSSAHATCHEE's anchor. The helo deck was severely damaged. The portside hull had been penetrated numerous times below the waterline. General Stores, B Division and M Division berthing areas were flooded with fuel oil.

The Supply Office and Ship's Store sustained major damage. Additionally, the port screw had sheared a blade and the other blades were severely damaged.

Despite the damage, *RICH* was able to steam to Mayport under her own power. While en-route, the crew worked round the clock to make a presentable ship for entering port.

(Disaster continues—>)



Disaster at 19.32.3N 64.56.3W

(Continued from page 1)

This is the text of the official message sent:

VZ0ZCLMDB0274P

1324 13 JUL 77
FM COMNAVSERVFLT NORFOLK VA
TO CINCLANTFLT NORFOLK VA
COMSECONDFLT
CTG TWO ONE PT FOUR
USS RICH
USS CALOOSAHATCHEE
NAVSTA MAYPORT FL
INFO CNO WASHINGTON DC
CMDINFO WASHINGTON DC
COMNAVFRCARRR ROOSEVELT ROAD PR
COMSERVSRU TWC
COMSERVRON FOUT
COMCRUDESGRU TWELVE
COMDESRON THREE ZERO NRF
COMFOUR PHILADELPHIA PA
COMFIVE NORFOLK VA
COMSIX CHARLESTON SC
NAVSUPLANT REASUPPGPI MAYPORT FL
ST

ORIGINAL

UNCLAS //N2455343//

PRESS RELEASE ON CALOOSAHATCHEE/RICH COLLISION

1. THE FOLLOWING PRESSREL ON CALOOSAHATCHEE/RICH COLLISION WAS
RELEASED TO NORFOLK MEDIA 12 AND 13 JULY:

QUOTE

THE DESTROYER USS RICH AND THE FLEET OILER USS CALOOSAHATCHEE HAD
COLLIDED UPON COMPLETING REPLENISHMENT OPERATIONS OFF PUERTO RICO.
THERE WERE NO PERSONNEL INJURIES. DAMAGE TO BOTH SHIPS IS STILL BEING
ASSESSED. HOWEVER, PRELIMINARY REPORTS INDICATE RICH
EXPERIENCED DAMAGE TO THE SUPER-STRUCTURE AND THE MAIN DECK AREA.
RICH IS IN NO DANGER AND IS PROCEEDING TO MAYPORT FLORIDA UNDER HER
OWN POWER. MOR EXTENSIVE ASSESSMENT OF DAMAGE AND EMERGENCY
REPAIRS WILL BE MADE TO RICH WHILE IN MAYPORT.

CALOOSAHATCHEE IS CONTINUING ON HER SCHEDULED OPERATIONS HAVING
EXPERIENCED ONLY MINOR DAMAGE. THE INCIDENT IS UNDER INVESTIGATION
BY THE NAVY. USS RICH IS A NAVAL RESERVE FORCE SHIP HOMEPORTED IN
PHILADELPHIA PA. THE COMMANDING OFFICER IS CDR GEORGE STEFENCAVAGE.
CALOOSAHATCHEE IS COMMANDED BY CAPTAIN JAMES H. FLATLEY III AND IS
HOMEPORTED IN NORFOLK.

UNQUOTE

2. REQUEST NAVSTA MAYPORT PUBLIC AFFAIRS OFFICER BE PREPARED TO
HANDLE PUBLIC AFFAIRS ASPECTS OF RICH'S ARRIVAL MAYPORT.
COMNAVSURFLANT PAO WILL PROVIDE AMPLIFYING INFORMATION AS IS BECOMES
AVAIL.

3. PROVIDING CO RICH CONSIDERS IT SAFE, HAVE NO OBJECTIONS TO
PRESS FILMING DAMAGE ONBOARD RICH AFTER ARRIVAL MAYPORT IF
SUCH REQUEST ARE RECEIVED. ALSO HAVE NO OBJECTIONS TO INTERVIEWS WITH
CO, XO OR OTHER PERSONNEL, PROVIDING COMMENTS ARE LIMITED TO PERSONAL
EXPERIENCES AND CAUSE OR RESPONSIBILITY.



Disaster at 19.32.3N 64.56.3W

(Continued from page 2)

A number of shipmates have vivid recollections. Here are a few:

I was aboard for Rich's collision at sea. I witnessed much. In the days that followed, I provided all the photographs for the official inquiry: as CICO, I held the ship's intel camera and used it to document the damage. I was there when we struck her colors.

More poignantly, I admired Rich's CO who got us thru that ordeal. He was a confidence builder; Rich's wardroom and crew rallied around her CO's larger-than-life persona. I personally observed his "fear none" approach during the investigation. This crisis would have undone any normal man. Not him. Not only did the Navy keep him in command of Rich, but after we retired her they gave this fire breathing CO another ship to command.

This collision, and his steadfastness propelled me into another 8 years at sea. Indeed, a lesson he taught me aboard Rich enabled me to avert another collision while conning another ship in 1979. USS Iwo Jima was entering NYC for the Bob Hope Show. Heavy fog. The ship had no business going that fast, and her CO and pilot buried their eyes in the radar scope. Capt Stefencavage once told me "Forget all that & ** @, and JUST LOOK STRAIGHT AHEAD!!" So, that's just what I did. That advice to me aboard Rich in 1977 is what enabled my eyes to spy the eastern trestle of NYC's Verazano Bridge -- dead ahead -- giving us only seconds to turn. His simple words to me saved many lives that day.

John Lihach , CIC/EMO, 1975-77.

I was the Underway replenishment Helmsman while assigned to USS Rich during her Tenure as a Reserve Training vessel. I was active duty and reported aboard while she was in the Philadelphia Naval Shipyard in 1976. As a QMSN I stood QMOW underway, my GQ station was After Steering.

On that fateful day I was steering while alongside the oiler USS Caloosahatchee. We had completed refueling and were starting normal break away procedures. The gyro compass had been acting up most of the day. Sticking and then jumping 2 degrees at a time. I reported this to the OOD who directed me to steer by magnetic compass. The safety observer, The DCA, was standing next to me. The 1JV phone Talker, I believe he was a YN1, relayed all commands to the After Steering Helmsman, A GM1 name unremembered. All of a sudden the bridge helm started spinning to the left. I reported this to the OOD, but failed to turn on the "Lost Steering Alarm." The Rich having started her break away to starboard now heeled hard to port and crossed directly in front of the USS Caloosahatchee. The ship first hit us just aft of CIC. The oiler raked down our Port side, her anchor snagged the ASROC magazine which pulled us upright from a 37 degree roll.

The oiler continued down the port side raking open the sheer strake and exposing OI Berthing on the fantail. Her bulbous bow struck our port propeller and curled its blades inward. No one was seriously injured, the assist Weapons Officer on the bridge broke his hand when the CO's chair spun around and slammed into his hand. Our fuel tanks, newly filled were all ruptured under the water line. We limped into port in Mayport Fla. Cut away a lot of the visible damage and later returned to Philly where we were decommissioned from the back basin. I transferred to the USS Hawkins that was brought out of active duty service to replace the Rich. The Commanding Officer, Mustang, George Stefencavage took me with him.

It was not one of the highlights of my naval career. I still have dreams of that day. An investigation was held to determine the cause of the wheel turning left. I think the result was attributed to an energized syncro motor driving the rudder left. I failed to activate the lost steering alarm, which may have averted the collision. Thank God no one was seriously injured.

QMCM (SCW/SW) Ronald J. Andrus, Command Master Chief, NMCRC Toledo Ohio

After a stay in Mayport, **RICH** returned to her homeport of Philadelphia to prepare for an INSERV which would determine her fate. The crew had less than three months to accomplish this. Typical of **RICH** crews, everything was completed on schedule for the INSERV except the repair of the damaged screw. It proved to be too large and too expensive of a job for a 31 year old ship. The INSERV Inspectors recommended the ship be stricken. On December 15, 1977 at 0911 the **USS RICH** was officially decommissioned. In 1979, **RICH** was broken up as scrap. The metal and material that made the physical ship are long gone. The spirit that made the **USS RICH** is alive and well in the hearts of each man who served aboard her. That spirit will remain alive on **RICH** 's virtual homeport for generations to come.



Ship Design: The Past Meets The Future



At a keel length of 390½ feet and weighing in at 3460 tons fully loaded the **RICH** was destined to be among the last of the steam turbine powered post World War II destroyers. Her conventional weapons also would be a thing of the past.

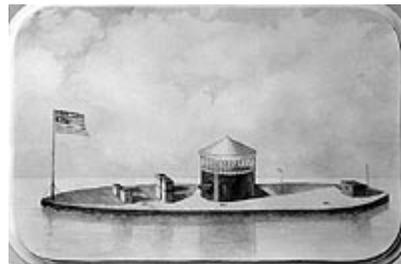
Artist's concept of the 210-meter (689 feet) DD(X) destroyer design by a Northrop Grumman Corporation-led team selected by the U.S. Navy to complete the system design for the Navy's advanced, 21st century surface combatant DD(X)

Source: http://www.news.navy.mil/view_single.asp?id=7903



Steaming side by side, **RICH** would be about 2/3rds the length of the new design with a slightly lower profile. Most likely constructed of stealth-like materials There is a noticeable absence of antennas. While there is no mention of a propulsion system it would presumably be nuclear. Also noted are two small deck guns.

USS Monitor (1862)
172 feet long . Flat deck. Two guns housed in a revolving turret.
Hmmm... is Rod Serling in the house?





Frequently Asked Questions

Did you ever wonder "Now how in the heck can I get this Navy information?" Many of us have. All the subjects listed below are found online. Although 56% of our **RICH** shipmates have Internet access, 44% do not. If you're in the 44% who don't, please write to the Webmaster who will put you in touch with someone to assist you in finding an answer.

Awards and Medals, replacement
Ball caps, other memorabilia
Band, Navy, recordings
Baptismal Certificates
Bases, Navy
Bells — marking time
Birth Certificates
For U.S. citizens born overseas
For those born in the U.S. — where to write
"Bravo Zulu"
Burial at Sea
Cold War Certificate of Recognition
Cold War Medals
College Credit for Navy Service
Cruise books
DD-214, Report of Separation
Death Benefits for Veterans
Deck Logs
Deserters
Discharges — Requests for Upgrades
E-mail
"Any Sailor" e-mail
Directory of e-mail address
E-mail to a ship
Finding an email address
Unsolicited postal mail to "Any Sailor"
Funeral honors, requesting
Embarking (visiting) aboard a Navy ship at sea
Emergency notification to or communications with U.S. Navy personnel
Enlisting in the U.S. Navy
Enlisting in the Navy — U.S. Citizens
Non-U.S. citizens
Family members — where they served
Information on how to obtain a copy of their service records
Information about the ships on which they may have served
Finding someone (active duty or retired)
Freedom of Information Act Requests
Graphics, Navy
Holiday Mail to Sailors — 2001
"Hostile Waters"
Housing in Hampton Roads
Hymn, Navy
Instructions Online
Jet breaking the sound barrier, photo of
Lighthouse Joke

You can find this list of links on the US Navy Online website:
<http://www.chinfo.navy.mil/navpalib/.www/faq.html>

There is also a huge subject list at:
<http://www.chinfo.navy.mil/navpalib/.www/subject.html>

Mail to "Any Sailor"
Medals — replacing lost, or determining eligibility for
MilSpec and other standards
Muster rolls
Naval Academy — U.S. Naval Academy, Annapolis, Md.
Naval Reserve Officer Training Corps (NROTC) Units
Navy Band recordings
Navy Memorial
NCIS Special Agent — Qualifications
Non-Judicial Punishment (NJP)
Personnel Log online
Personnel records — Those of family members or your own
Copies of, getting
Microfiche, Officer Summary Record (OSR) or Enlisted Summary Record (ESR)
What is in a Personnel Record
"Philadelphia Experiment"
Photographs
The photo of the Navy jet breaking the sound barrier
Plankowners
Piece of Decommissioned Ship
Plankowner's Certificate
Plans of ships
Precedence of the Navy and the Marine Corps (Who is senior?)
Privacy Act Requests
Sea Cadets
Sea Scouts, Boy Scouts of America
Seal, Navy
SEALs, Navy
Shellback Certificate
Ships — What happened to my ship
Decommissioned Ships
Histories of Ships
List of Active Navy Ships
Ships Deployed
Ships — Embarking (visiting) aboard a Navy ship at sea
Soldiers and Sailors Relief Act
Space Available transportation (Air only; No Space A on ships)
Standard Navy Distribution List (SNDL)
Support to our Sailors, expressing of, via mail/e-mail
Surplus Equipment
"Tiger Cruises"
Time
Bells — marking time
"Zulu" time
Unsolicited postal mail to "Any Sailor"
Veterans' Benefits
Visiting a Navy Base
Web sites, Navy
"Zulu" time



United States Navy Mortuary Affairs

Burial At Sea Program

[Editors Note: While this is not a cheery subject, recent events certainly have caused many of us to ponder this subject. Our intent here is to provide information should any of us decide this may be our personal choice. If the subject matter “bums you out” please know you’ll no doubt find the next page more appealing.]

.Burial at Sea is a means of final disposition of remains that is performed on United States Navy vessels. The committal ceremony is performed while the ship is deployed. Therefore, family members are not allowed to be present. The commanding officer of the ship assigned to perform the ceremony will notify the family of the date, time, and, longitude and latitude once the committal service has been completed.

Eligibility: Individuals eligible for this program are: (1) active duty members of the uniformed services; (2) retirees and veterans who were honorably discharged. (3) U.S. civilian marine personnel of the Military Sealift Command; and (4) dependent family members of active duty personnel, retirees, and veterans of the uniformed services.

How to get Started: After the death of the individual for whom the request for Burial at Sea is being made, the Person Authorized to Direct Disposition (PADD) should print out and complete the linked Burial at Sea Request Form*. Supporting documents which must accompany this request are: (1) a photocopy of the death certificate; (2) the burial transit permit or the cremation certificate; and (3) a copy of the DD Form 214, discharge certificate, or retirement order. The Burial at Sea Request Form and the three supporting documents make up the Burial at Sea Request package.

Burial Flag: A Burial Flag is required for all committal services performed aboard United States Naval vessels, except family members, who are not authorized a burial flag. Following the services at sea, the flag that accompanied the cremains/remains will be returned to the PADD. If the PADD does not wish to send a burial flag for the service, a flag will be provided by the Navy for the committal service, but will not be sent to the PADD.

Cremated Remains (Cremains): Cremains must be in an urn or plastic/metal container to prevent spillage in shipping. The cremains, along with the completed Burial at Sea Request package, and the burial flag will be forwarded to the Burial at Sea Coordinator at the desired port of embarkation (listed below). Prior to shipment, it is recommended that a phone call be made informing the coordinator of the pending request. It is also recommended that the cremains package be sent via certified mail, return receipt requested.

Intact Remains (Casketed): Specific guidelines are required for the preparation of casketed remains. All expenses incurred in this process are the responsibility of the PADD, who will select a funeral home in the area of the port of embarkation. After this selection has been made and notification has been provided to the coordinator, the casketed remains, the request form, supporting documents, and the burial flag are to be forwarded to the receiving funeral home. The coordinator will make the inspection and complete the checklist for the preparation of casketed remains. It is recommended that funeral homes responsible for preparing and shipping intact remains contact Navy Mortuary Affairs at the Military Medical Support Office in Great Lakes, Ill., to receive the preparation requirements.

PORTS OF EMBARKATION / COORDINATORS

Norfolk, VA 757-953-2617\2618	Jacksonville, FL 904-270-7296/5301	San Diego, CA 619-532-8305 800-290-7410
San Diego, CA 361-961-2255	Bremerton, WA 206-475-4387/4303	Honolulu, HI 808-433-6611

Source: <http://www.chinfo.navy.mil/navpalib/questions/burial.html>. * Forms are available online or from the Webmaster.



From Yuck To Yuk

In a small town near Washington, DC, a barber opened his shop for business. A young enlisted Marine comes in to get a "high and tight"

The barber asked the young Marine about his service, and a lot of small talk takes place After the haircut is complete, the Marine opens his wallet and the barber said, "It's on the house Marine Thanks for your service to this great nation"

The next morning as the barber goes to open his shop, there is a box on his doorstep In the box was a note of thanks and a "SEMPER FI" bright red T-shirt That same morning a young airman comes in for a haircut The same sort of story happens They talk about Air Force and other small talk After the haircut is complete, the airman stands and reaches for his wallet.

The barber says, "No thanks, son It's on the house Thank you for your service to our country"

The next morning as the man is opening his barbershop, on the doorstep is a box with a Air Force ball cap and a thank you note.

That same day, an Navy Captain comes in for a haircut He is decked out in his full dress blues. The barber is impressed and again, the same things happens, small talk about the service. When the Captain goes to pay, again the barber says, "Not required, Sir, it's on the house Thanks for your service to this great nation"

You guessed it, the next morning, as the barber went to open his shop, there on his doorstep ... were three more Navy captains!

FRANK NEKRASZ (fnekrasz@yahoo.com)

A sweet young thing thought she might have some fun with a stiff-looking Navy man at a cocktail party, so she walked over and asked him when was the last time he'd had sex.

"1956," he immediately replied.

"No wonder you look so uptight!" she exclaimed. "Honey, you need to get out more."

"I'm not sure I understand you," he answered, glancing at his watch. "It's only 2014 now."

The young Ensign approached the crusty old Chief and asked him about the origin of the commissioned officer insignias.

"Well, Ensign, it's history and tradition. First, we give you a gold bar representing that you're valuable BUT malleable. The silver bar of a Lieutenant Junior Grade represents value, but less malleable. When you make Lieutenant, you're twice as valuable so we give you two silver bars.

"As a Captain, you soar over military masses, hence the eagle. As an Admiral, you're obviously a star. Does that answer your question?"

"Yeah, but what about Commanders and Lieutenant Commanders?"

"Now that goes waaaaaay back in history. Back to the Garden of Eden even. You see, we've always covered our p***k with leaves . . . "



How To Simulate Being A Sailor

Perhaps Your Spouse Will Understand A Few Things After Reading This.

Buy a steel dumpster, paint it gray inside and out, and live in it for six months. Run all the pipes and wires in your house exposed on the walls. Repaint your entire house every month. Renovate your bathroom. Build a wall across the middle of the bathtub and move the showerhead to chest level. When you take showers, make sure you turn off the water while you soap down.

Put lube oil in your humidifier and set it on high. Once a week, blow compressed air up your chimney, making sure the wind carries the soot onto your neighbor's house. Ignore his complaints. Once a month, take all major appliances apart and then reassemble them. Raise the thresholds and lower the headers of your front and back doors, so that you either trip or bang your head every time you pass through them. Disassemble and inspect your lawnmower every week.

On Mondays, Wednesdays, and Fridays, turn your water heater temperature up to 200 degrees. On Tuesdays and Thursdays, turn the water heater off. On Saturdays and Sundays tell your family they use too much water during the week, so no bathing will be allowed. Raise your bed to within 6 inches of the ceiling, so you can't turn over without getting out and then getting back in. Sleep on the shelf in your closet. Replace the closet door with a curtain. Have your spouse whip open the curtain about 3 hours after you go to sleep, shine a flashlight in your eyes, and say "Sorry, wrong rack". Make your family qualify to operate each appliance in your house - dishwasher operator, blender technician, etc.

Have your neighbor come over each day at 5 am, blow a whistle so loud Helen Keller could hear it, and shout "Reveille, reveille, all hands heave out and trice up". Have your mother-in-law write down everything she's going to do the following day, then have her make you stand in your back yard at 6 a.m. while she reads it to you. Submit a request chit to your father-in-law requesting permission to leave your house before 3 pm. Empty all the garbage bins in your house and sweep the driveway three times a day, whether it needs it or not.

Have your neighbor collect all your mail for a month, read your magazines, and randomly lose every 5th item before delivering it to you. Watch no TV except for movies played in the middle of the night.

Have your family vote on which movie to watch, then show a different one. When your children are in bed, run into their room with a megaphone shouting that your home is under attack and ordering them to their battle stations. Make your family menu a week ahead of time without consulting the pantry or refrigerator. Post a menu on the kitchen door

informing your family that they are having steak for dinner. Then make them wait in line for an hour. When they finally get to the kitchen, tell them you are out of steak, but they can have dried ham or hot dogs. Repeat daily until they ignore the menu and just ask for hot dogs. Bake a cake. Prop up one side of the pan so the cake bakes unevenly. Spread icing real thick to level it off.

Get up every night around midnight and have a peanut butter and jelly sandwich on stale bread. Set your alarm clock to go off a random during the night. At the alarm, jump up and dress as fast as you can, making sure to button your top shirt button and tuck your pants into your socks. Run out into the back yard and uncoil the garden hose.

Every week or so, throw your cat or dog in the pool and shout "Man overboard port side!" Rate your family members on how fast they respond. Put the headphones from your stereo on your head, but don't plug them in. Hang a paper cup around your neck on a string. Stand in front of the stove, and speak into the paper cup "Stove manned and ready". After an hour or so, speak into the cup again "Stove secured." Roll up the headphones and paper cup and stow them in a shoebox.

Place a podium at the end of your driveway. Have your family stand watches at the podium, rotating at 4-hour intervals. This is best when the weather is worst. January is a good time. When there is a thunderstorm in your area get a wobbly rocking chair, sit in it and rock as hard as you can until you become nauseous. Make sure to have a supply of stale crackers in your shirt pocket.

For former engineers: bring your lawn mower into the living room, and run it all day long.

Make coffee using eighteen scoops of budget priced coffee grounds per pot, and allow the pot to simmer for 5 hours before drinking. Have someone under the age of ten give you a haircut with sheep shears. Mount a florescent light under your coffee table and sleep under it for a month. Sew the back pockets of your jeans on the front.

Every couple of weeks, dress up in your best clothes and go to the scummiest part of town. Find the most run down, trashiest bar, and drink beer until you are hammered. Then walk all the way home. Lock yourself and your family in the house for six weeks. Tell them that at the end of the 6th week you are going to take them to Disney World for "liberty". At the end of the 6th week, inform them the trip to Disney World has been canceled because they need to get ready for an inspection, and it will be another week before they can leave the house.

Are you ready to go to sea, again?

(Contributed by Bob Vershure, FP1, 54-57)



Personnel Changes

Apr 2003 - Reported Aboard

Andrus Ronald J QM3	76-77	LaSalle Mi
Hash Skip FTA2	59-61	Hoodsport WA
Garrett Samuel W PC3	68-69	Gastonia NC
Thuillier M.Gerard SN	47	Wilmington MA
Donovan Jr James E ET2	71-73	Westchester IL
Neuroth Michael EM3	68-69	Tuckerton NJ

May 2003 - Reported Aboard

Mathews EE CS1	57-63	Rome GA
Andrus Ronald J QM3	76-77	LaSalle Mi



Piped Ashore - Deceased

Markwith William R SOCM 47-48 Las Vegas NV

Jun 2003 - Reported Aboard

Varney Jerry M BT3	70-71	Lebanon KY
Pester James QM3		Ash Flat AR
Weaver Fenton L BM3	63-65	Rochester NY



Piped Ashore - Deceased

Becker Walter IC1	58-60	Stroudsburg, PA
Heisler Aubrey GM2	62-64	Montgomery AL
Stewart Ray SOC 70's		

We appreciate our shipmates "passing the word" to other shipmates they may know. Send any details you may have should you locate shipmates who we haven't found or haven't found us.

Additional information may be found on the website. We also are maintaining **Personnel Changes** from 2001 and 2002. Check the website often for ongoing changes.

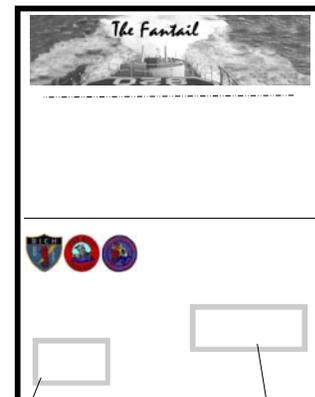
Membership Lapse?

In our last issue we called your attention to the address label on your copy of the 820 Newsletter. Well, it's not really a label but it is imprinted on your own personalized copy of the 820 Newsletter.

The USS RICH Association relies on the income derived from membership dues to support and sustain the cost of the newsletter. As when we were aboard ship your membership enriches the kindred spirit in each of us.

If you are financially unable to afford membership, BY ALL MEANS, let us know. In today's economy there is no shame in living within our means particularly those who lived on fixed income.

We want you as a member. We want you to continue to receive the newsletter and take part if your are able. God and the US Navy put us together. The Association will keeps us together.



Rate/Rank	XXXX
Tour	00-00
Email	xxxxxxxxx@domain
Membership Exp	00-00-00

First Name	Last Name
Address	
City	State Zip



Time To "Re-Up"!



USS RICH (DD/DDE 820) ASSOCIATION

Don Hogg, Treasurer

1801 N 9th St
DeQueen AR 71832

MEMBERSHIP DUES

PLEASE PRINT

Name _____ Rate/Rank _____

Address _____ Tour Dates _____

City St Zip _____ Email _____

2003-04 Annual Membership Dues **\$10.00**
(August 1, 2003 to March 31, 2004)

Your dues keep your association strong... Thanks, Shipmate!

Please remit to the above address or you can renew online: <http://www.ussrich.org/membership/payment.html>



Survey Says...

We're Having A Reunion... And You'll Be There!

RICH sailors are never afraid to speak their piece... on any subject. The survey from last issue was intended to insure we were on the right course to accommodate our shipmates attendance at the annual reunion.

They told us the cost was affordable. They told us the locations were good. They told us there are a select few who are willing to take on the task of hosting a reunion. (No small task, I might add. Speaking first handed, it's an experience you won't forget.) They told us they're going to attend... as long as we have it at a time they can be there. Specifically, here are the preferences by month:

Feb	3.80%	Jul	9.23%
Mar	6.15%	Aug	7.69%
Apr	27.69%	Sep	6.15%
May	21.54%	Oct	4.62%
Jun	12.31%	Nov	1.54%

Thanks for the feedback, guys... see you in May!



Ship's Store

Genuine Simulated US Navy Ball Cap in 2 Styles and 2 Colors



Blue Solid Back

X \$15.00 =

Blue Mesh Back

X \$15.00 =

White Solid Back

X \$15.00 =

White Mesh Back

X \$15.00 =

\$10/ea + \$5/shipping

Official USS Rich Reunion Coffee Mug (Limited quantities)



2000 Mug

X \$10.00=

2001 Mug

X \$10.00=

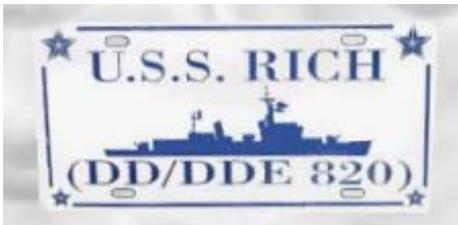
2002 Mug

X \$10.00=

2003 Mug

X \$10.00=

\$5/ea + \$5/shipping



Official USS Rich Auto Tag

White w/blue lettering

X \$13.00 =

\$10/ea + \$3/shipping

SHIP'S PATCHES



3" DD 820 Patch

X \$15.50 =

3" DDE 820 Patch

X \$15.50 =

\$14/ea + \$1.50/shipping

DESRON PATCHES



4" DESRON 36 Patch

X \$5.50 =

4" TONKIN GULF Patch

X \$5.50=

\$5.50/ea + \$1.50/shipping

Check or money order only!
 Sorry... no COD's
 PLEASE! NO TELEPHONE CALLS!
 Allow 4 weeks for delivery

Mail To: Don Hogg
 USS Rich Ship's Store
 1801 N 9th St
 DeQueen AR 71832

Total Amt





Every now and then something appears on TV that reaffirms my faith in this county's future. So it was today with the preamble to the Army/Navy football game. Thousands of our country's finest, West Point Cadets and Annapolis Midshipmen, filled the stands awaiting the start of the 103-year-old gridiron rivalry. The introduction of the Army team coincided with a fly-over by army helicopters, Navy's appearance on the field was accented by a similar fly-over of F14 fighter jets. But that wasn't what impressed me, for it was expected.

A Navy Chaplain began the pre-game show with a prayer, and every head in the crowd was bowed. That was followed by the singing of the National Anthem, sung by the Navy Choir-as it was first written and with no lame attempt at customizing or modernizing it, and every one of our future military leaders stood at attention and saluted during the entire rendition. There were no side conversations; no one was hawking hot dogs or beer; no one was jumping the gun and cheering the teams on the field as the words were sung. Everyone present gave it their full attention to the last note.

I only hope the Supreme Court Judges were paying attention and will tell the ACLU to go straight to hell when they attempt to call the proceedings into constitutional question, as they almost certainly will. I couldn't help thinking, wouldn't it be nice if our high schools were allowed to follow the inspirational lead of our military?

It's an interesting dichotomy, this America in which we live. We call it a democracy since each free inhabitant may risk a hanging chad at his/her discretion. But in reality we're governed largely in our daily living by the will of the loud, the boisterous, and the decidedly minority. While most Americans think in the mainstream-of family, God and country first-the minuscule remainder write the rules. In their zeal as advocates for societal misfits, those cloaked in judicial deity distribute the misery in equal doses. Perhaps the military and their academies hold the last vestiges of common sense, morality and patriotism. The inescapable irony is that what those in the military set out to protect, those left behind seek to undermine.

Maybe it's different when your life's on the line.



8926 Phyliss Ave—Sarasota FL 34231

