

The 820 Newsletter



The Official Publication of the USS Rich DD/DDE-820 Association
Volume 10, Number 4

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November 2003

Reunion 2004



Where The Hell Is Lorain?

Most maps show Lorain to be on the northern border of Ohio on the banks of Lake Erie some 28 miles west of Cleveland. It's likely to be there next May when we convene for our annual Ship's Company reunion. Shipmate Jim Carroll (MM3, 65-67) has plans nearly complete for our four-day foray.

My lovely wife Iris and I had the pleasure of meeting with Jim along with shipmates Francis Hutchins (BTC, 48-55) and Charlie Wentway (FP2, 54-57) and their respective wives during Jim's brief visit to his Florida residence near Rotunda West in neighboring Charlotte County. "Hutch" and Charlie are both residents of Ocala, Florida.

Jim has put a lot of time and effort in the plans to insure everyone will have a great time. Fortunate for Jim (and others who will succeed him) that our shipmates bring their ideas of entertainment with them for the most part. Reunion matriarch Marie Hutchins imparts her words of wisdom each year to the Host-elect: "Don't worry about entertaining this bunch... they'll find their own entertainment"

Truer words have never been spoken. As a former reunion host, entertaining the troops was at the head of my worry list. Marie assured me no one would be bored and each would find plenty to do. Admittedly we're all pretty much getting to the age where the notion of a nap is actually becoming exciting.

Jim has arranged for all but one function to be held at our headquarters, the Holiday Inn-Elyria



CLEVELAND-ELYRIA/LORAIN OH

1825 Lorain Blvd.
ELYRIA, OH 44035
UNITED STATES 1-440-324-5411
Downtown: CLEVELAND 28 MI

- Outdoor Pool
- Airport Shuttle
- Government Rates

Mark your calendars. We're meeting a month later than usual. **May 19-22, 2004.** With a large number of shipmates within driving distance you certainly don't want to "miss movement" and a great time (as usual) is assured.

Show up and your first drink is FREE!

...wink, wink...



Terms of Endearment

Origins of Navy Terminology

Every profession has its own jargon and the Navy is no exception. For the Navy, it's bulkhead, deck and overhead and not wall, floor, and ceiling. Some nautical terminology has found its way into every day use, and you will find the origins of this and Navy terminology below. More terminology will be added from time to time.

Ahoy!

This old traditional greeting for hailing other vessels was originally a Viking battle cry.

Between the Devil and the Deep

In wooden ships, the "devil" was the longest seam of the ship. It ran from the bow to the stern. When at sea and the "devil" had to be caulked, the sailor sat in a bo'sun's chair to do so. He was suspended between the "devil" and the sea and the "deep" and a very precarious position, especially when the ship was underway.

Chewing the Fat

"God made the vittles but the devil made the cook," was a popular saying used by seafaring men in the 19th century when salted beef was staple diet aboard ship.

This tough cured beef, suitable only for long voyages when nothing else was cheap or would keep as well (remember, there was no refrigeration), required prolonged chewing to make it edible. Men often chewed one chunk for hours, just as it were chewing gum and referred to this practice as "chewing the fat."

Crow's Nest

The raven, or crow, was an essential part of the Vikings' navigation equipment. These land-lubbing birds were carried on aboard to help the ship's navigator determine where the closest land lay when weather prevented sighting the shore. In cases of poor visibility, a crow was released and the navigator plotted a course corresponding to the bird's flight path because the crow invariably headed towards land.

The Norsemen carried the birds in a cage secured to the top of the mast. Later on, as ships grew and the lookout stood his watch in a tub located high on the main mast, the name "crow's nest" was given to this tub. While today's Navy still uses lookouts in addition to radars, etc., the crow's nest is a thing of the past.

Cup of Joe

Josephus Daniels (18 May 1862-15 January 1948) was appointed Secretary of the Navy by President Woodrow Wilson in 1913. Among his reforms of the Navy were inaugurating the practice of making 100 Sailors from the Fleet eligible for entrance into the Naval Academy, the introduction of women into the service, and the abolishment of the officers' wine mess. From that time on, the strongest drink aboard Navy ships could only be coffee and over the years, a cup of coffee became known as "a cup of Joe".

Devil to Pay

Today the expression "devil to pay" is used primarily to describe having an unpleasant result from some action that has been taken, as in someone has done something they shouldn't have and, as a result, "there will be the devil to pay." Originally, this expression described one of the unpleasant tasks aboard a wooden ship.

The "devil" was the wooden ship's longest seam in the hull. Caulking was done with "pay" or pitch (a kind of tar). The task of "paying the devil" (caulking the longest seam) by squatting in the bilges was despised by every seaman.

Eight Bells

Aboard Navy ships, bells are struck to designate the hours of being on watch. Each watch is four hours in length. One bell is struck after the first half-hour has passed, two bells after one hour has passed, three bells after an hour and a half, four bells after two hours, and so forth up to eight bells are struck at the completion of the four hours. Completing a watch with no incidents to report was "Eight bells and all is well." The practice of using bells stems from the days of the sailing ships. Sailors couldn't afford to have their own time pieces and relied on the ship's bells to tell time. The ship's boy kept time by using a half-hour glass. Each time the sand ran out, he would turn the glass over and ring the appropriate number of bells.



Terms (continued)

Forecastle

The appropriate pronunciation for this word is fo'ksul. The forecastle is the forward part of the main deck. It derives its name from the days of Viking galleys when wooden castles were built on the forward and after parts the main deck from which archers and other fighting men could shoot arrows and throw spears, rocks, etc.

Galley

The galley is the kitchen of the ship. The best explanation as to its origin is that it is a corruption of "gallery". Ancient sailors cooked their meals on a brick or stone gallery laid amidships.

Head

The "head" aboard a Navy ship is the bathroom. The term comes from the days of sailing ships when the place for the crew to relieve themselves was all the way forward on either side of the bowsprit, the integral part of the hull to which the figurehead was fastened.

Log Book

In the early days of sailing ships, the ship's records were written on shingles cut from logs. These shingles were hinged and opened like a book. The record was called the "log book." Later on, when paper was readily available and bound into books, the record maintained its name.

Pea Coat

Sailors who have to endure pea-soup weather often don their pea coats but the coat's name isn't derived from the weather. The heavy topcoat worn in cold, miserable weather by seafaring men was once tailored from pilot cloth and a heavy, course, stout kind of twilled blue cloth with the nap on one side. The cloth was sometimes called P-cloth for the initial letter of "pilot" and the garment made from it was called a p-jacket and later, a pea coat. The term has been used since 1723 to denote coats made from that cloth.

Scuttlebutt

The origin of the word "scuttlebutt," which is nautical parlance for a rumor, comes from a combination of "scuttle" and to make a hole in the ship's hull and thereby causing her to sink - and "butt" and a cask or hogshead used in the days of wooden ships to hold drinking water. The cask from which the ship's crew took their drinking water and like a water fountain and was the "scuttlebutt". Even in today's Navy a drinking fountain is referred to as such. But, since the crew used to congregate around the "scuttlebutt", that is where the rumors about the ship or voyage would begin. Thus, then and now, rumors are talk from the "scuttlebutt" or just "scuttlebutt".

Splice the Main Brace

A sailing ship's rigging was a favorite target during sea battles since by destroying the opponent's ability to maneuver or get away would put you at obvious advantage. Therefore, the first thing tended to after a battle was to repair broken gear, and repair sheets (sails) and braces (lines - improperly, ropes - passing through blocks and holding up sails). It was the custom, after the main braces were properly spliced, to serve grog to the entire crew. Thus, today, after a hard day (or, not so hard day), the phrase has become an invitation to have a drink.

Taken Aback

One of the hazards faced in days of sailing ships has been incorporated into English to describe someone who has been jolted by unpleasant news. We say that person has been "taken aback." The person is at a momentary loss; unable to act or even to speak. A danger faced by sailing ships was for a sudden shift in wind to come up (from a sudden squall), blowing the sails back against the masts, putting the ship in grave danger of having the masts break off and rendering the ship totally helpless. The ship was taken aback.

Three Mile Limit

The original three-mile limit was the recognized distance from a nation's shore over which that nation had jurisdiction. This border of international waters or the "high seas" was established because, at the time this international law was established, three miles was the longest range of any nation's most powerful guns, and therefore, the limit from shore batteries at which they could enforce their laws. (International law and the 1988 Territorial Sea Proclamation established the "high seas" border at the 12-mile limit.)

Took the wind out of his sails

Often we use "took the wind out of his sails" to describe getting the best of an opponent in an argument. Originally it described a battle maneuver of sailing ships. One ship would pass close to its adversary and on its windward side. The ship and sails would block the wind from the second vessel, causing it to lose headway. Losing motion meant losing maneuverability and the ability to carry on a fight.

Don Harribine, YNCS, USN(Ret)



Today's Navy Destroyer...

For those of us who served aboard both pre-FRAM and FRAMed destroyers readily noticed the vast differences in the ship. Post World War II destroyers, for the most part, underwent design changes to accommodate a variety of requirements foremost of which was Anti Submarine Warfare. Also included in the changes were expanded "crew comforts". Most of us have the image of a 60's tin can in our mind. Those fleets are now razor blades or museum pieces. Here is a profile on today's Navy "Tin Can".

There is interesting reading about ASW drone helicopters at: www.chinfo.navy.mil/navpalib/factfile/ships/ship-dd.html
...Editor

Destroyers — DD, DDG

Description: These fast warships provide multi-mission offensive and defensive capabilities, and can operate independently or as part of carrier battle groups, surface action groups, amphibious ready groups, and underway replenishment groups.

Features: Destroyers and guided missile destroyers operate in support of carrier battle groups, surface action groups, amphibious groups and replenishment groups. Destroyers primarily perform anti-submarine warfare duty while guided missile destroyers are multi-mission [Anti-Air Warfare (AAW), Anti-Submarine Warfare (ASW), and Anti-Surface Warfare (ASUW)] surface combatants. The addition of the Mk-41 Vertical Launch System or *Tomahawk* Armored Box Launchers (ABLs) to many *Spruance*-class destroyers has greatly expanded the role of the destroyer in strike warfare.

Background: Technological advances have improved the capability of modern destroyers culminating in the *Arleigh Burke* (DDG 51) class. Named for the Navy's most famous destroyer squadron combat commander and three-time Chief of Naval Operations, the *Arleigh Burke* was commissioned July 4, 1991, and was the most powerful surface combatant ever put to sea. Like the larger *Ticonderoga* class cruisers, DDG 51's combat systems center around the *Aegis* combat system and the *SPY-1D*, multi-function phased array radar. The combination of *Aegis*, the Vertical Launching System, an advanced anti-submarine warfare system, advanced anti-aircraft missiles and *Tomahawk*, the *Burke* class continues the revolution at sea.

The DDG 51 class incorporates all-steel construction. In 1975, the cruiser *USS Belknap* (CG 26) collided with *USS John F. Kennedy* (CV 67). *Belknap* suffered severe damage and casualties because of her aluminum superstructure. On the basis of that event, the decision was made that all future surface combatants would return to a steel superstructure. And, like most modern U.S. surface combatants, DDG 51 utilizes gas turbine propulsion. These ships replaced the older *Charles F. Adams* and *Farragut*-class guided missile destroyers.

The *Spruance*-class destroyers, the first large U.S. Navy warships to employ gas turbine engines as their main propulsion system, are undergoing extensive modernizing. The upgrade program includes addition of vertical launchers for advanced missiles on 24 ships of this class, in addition to an advanced ASW system and upgrading of its helicopter capability. *Spruance*-class destroyers are expected to remain a major part of the Navy's surface combatant force into the 21st century

Speed, comfort, firepower.

General Characteristics, *Arleigh Burke* class

Builders: Bath Iron Works, Ingalls Shipbuilding

Power Plant: Four General Electric LM 2500-30 gas turbines; two shafts, 100,000 total shaft horsepower.

SPY-1 Radar and Combat System Integrator: Lockheed Martin

Length:

Flights I and II (DDG 51-78): 505 feet (153.92 meters)

Flight IIA (DDG 79-98): 509½ feet (155.29 meters)

Beam: 59 feet (18 meters)

Displacement:

Hulls 51 through 71: 8,315 tons (8,448.04 metric tons) full load

Hulls 72 through 78: 8,400 tons (8,534.4 metric tons) full load

Hulls 79 and on: 9,200 tons (9,347.2 metric tons) full load

Speed: in excess of 30 knots

Aircraft: None. LAMPS III electronics installed on landing deck for coordinated DDG 51/helo ASW operations

Ships: 48 in operation 1 under construction

Crew: 23 officers, 300 enlisted

Armament: *Standard* missile; *Harpoon*; *Vertical Launch ASROC (VLA)* missiles; *Tomahawk*[®]; six Mk-46 torpedoes (from two triple tube mounts); one 5"/54 caliber Mk-45 (lightweight gun); two 20mm *Phalanx* CIWS

General Characteristics, *Spruance* class

Power plant: Four General Electric LM 2500 gas turbines, two shafts, 80,000 shaft horsepower

Length: 563 feet (171.6 meters)

Beam: 55 feet (16.8 meters)

Displacement: 8,040 tons (8,168.64 metric tons) full load

Speed: in excess of 30 knots

Aircraft: Two SH-60 [Seahawk LAMPS III helicopters](#)

Ships: 10 in operation

Crew: 30 officers, 352 enlisted

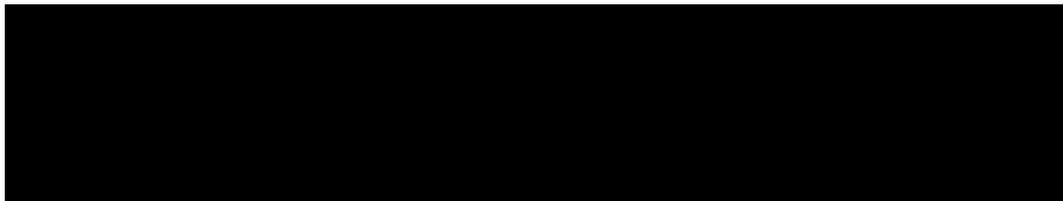
Armament: 8 *Harpoon* (from 2 quad launchers), *Tomahawk*[®], VLS or ABL; *Vertical Launch ASROC (VLA)* [missiles](#); six Mk-46 torpedoes (from 2 triple tube mounts); two 5"/54 caliber Mk-45 (lightweight gun); two 20mm *Phalanx* [CIWS](#)

Kidd class only: [Standard](#) missiles; NATO *Sea Sparrow* point defense AAW missiles

The U.S. Navy: Around the World, Around the Clock

Status of the Navy

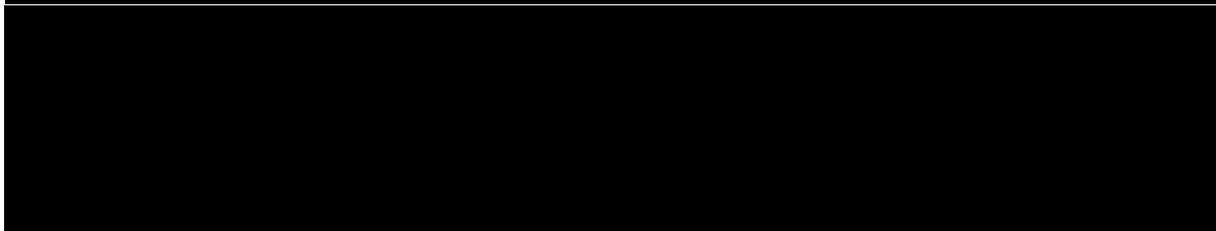
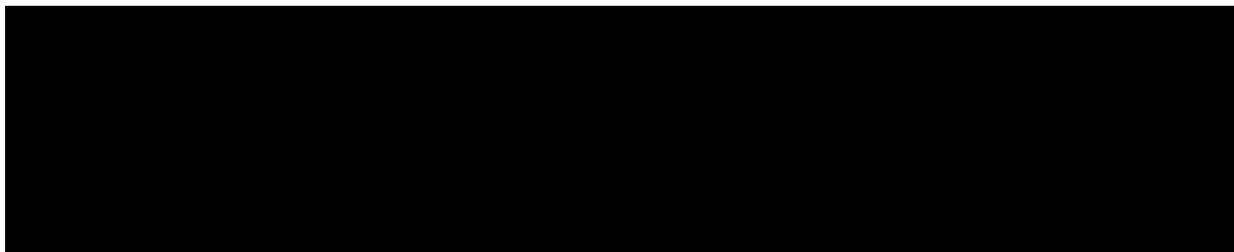
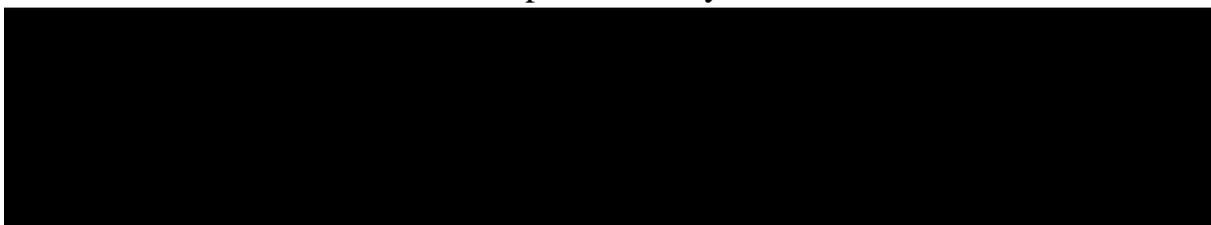
Navy Personnel



Personnel on deployment: 39,294
Navy Department Civilian Employees: 188,492 [as of 31 Aug.]

Ships and Submarines

Ships: 296
Ships Underway



Amphibious Ships

Aircraft (operational): 4,000+



Epilogue Disaster at 19.32.3N 64.56.3W

With "a lil bit o luck" Rich's nemesis could become a large quantity of British teapots by next Christmas. Now "wouldn't that be lovely?" Here's the straight skinny:

Four toxic ships free to sail

Four ships containing deadly chemicals are free to leave American waters and head to the UK for scrapping, a court has ruled. A judge in Washington said the four former US Navy ships vessels could sail to Teesside after an application by environmentalists was rejected. The other nine vessels in the toxic "ghost fleet" are being held in Virginia until a further court hearing, the ruling said. The ships are holding chemicals including PCBs, asbestos and heavy diesel, and campaigners fear they could break up during the crossing and spark an environmental disaster.

The ghost fleet is comprised of nine retired vessels: USS Canisteo, **USS Caloosahatchee**, USS Mormacmoon, USS Mormacwave, USS Santa Cruz, USS Santa Isabel, USS Rigel, USS Compass Island and USS Protector.

Marcello Mollo, a lawyer at the environmental legal firm Earthjustice, confirmed that four of the ships had been given clearance to leave American waters. It is not clear when the ships will set sail, but the hearing related to the other nine took place on 20 October. Friends of the Earth legal adviser Phil Michaels said: "We are disappointed that an injunction preventing the departure of the first ships from this toxic ghost fleet has not been granted. *"The fight to stop these heavily polluted ships coming to Britain is far from over"*

The ships will be broken down at the Able UK yard in Hartlepool. The contract would create about 200 jobs and is worth £16m to the Teesside firm that is waiting to receive the ships, which are up to 50 years old

When campaigners in the US filed their action on

Wednesday, the UK's Environment Agency approved the decision to bring the ships to the UK. It said it was "a better solution for the environment than disposing of vessels in under-developed countries".

The contractor, Able UK, has poured scorn on environmentalists' concerns - which are backed by green groups in the UK - as "scaremongering", and insisted the ships are safe to sail. Managing director Peter Stephenson said: "There is no more risk to the marine environment during transportation than for any other ship on the high seas." The legal action was brought by two US groups, the Basel Action Network

(BAN) and Sierra Club, represented by Earthjustice. They launched the court action in Washington DC to prevent the US Maritime Administration (MARAD) from allowing the first two ships to leave their shores. A spokesman for the Sierra Club said: "The 13 ships are in serious states of deterioration with several of them already having leaked oil into the James River in Virginia." He added: "According to the government's own estimates the vessels are laden with 100 tons of persistent and toxic PCBs (chemicals which are difficult to destroy), and over 3,000 long tons of fuel oils." The decision to transport the ships - confirmed in July - has also been condemned by Green Party activists in the North East, Liberal Democrat MP for Berwick, Alan Beith, and the party's environment spokesman Norman Baker.

Related pages:

<http://news.bbc.co.uk/2/low/americas/3160342.stm>



And Now... Something To Amuse You



The USS Abraham Lincoln was finally inching up to the pier at home port after a nine month deployment when the Captain of the ship noticed a sailor on the flight deck gesturing wildly with semaphore flags. He then noticed an attractive young woman standing on top of a station wagon, also waving semaphore flags. Always concerned about security and never having seen something like this, the Captain barked at his Bridge Signalman, "What message are those two people sending?"

The Signalman concentrated intently and soon reported, "Sir, he is sending FOXTROT-FOXTROT and she is sending ECHO-FOXTROT." Not having any clue as to what these messages could mean, the Captain dispatched an armed Marine to escort the sailor back to the Bridge.

The sailor arrived, out of breath from running up the many ladders to the bridge, and saluted smartly. "Seaman Endicott reporting as ordered, sir!"

"Sailor", shouted the Captain, "Who is the woman on the pier and why are you exchanging signals FF and EG?"

"Sir, that's my wife, Sir, and she wants to eat first!"

"Sometimes when I reflect back on all the beer I drink I feel shamed. Then I look into the glass and think about the workers in the brewery and all of their hopes and dreams. If I didn't drink this beer, they might be out of work and their dreams would be shattered. Then I say to myself, "It is better that I drink this beer and let their dreams come true than be selfish and worry about my liver."

~ Jack Handy

"I feel sorry for people who don't drink. When they wake up in the morning, that's as good as they're going to feel all day. "

~Frank Sinatra

"When I read about the evils of drinking, I gave up reading."

~ Henny Youngman

"24 hours in a day, 24 beers in a case. Coincidence? I think not."

~ Stephen Wright

"When we drink, we get drunk. When we get drunk, we fall asleep. When we fall asleep, we commit no sin. When we commit no sin, we go to heaven. Sooooo, let's all get drunk and go to heaven!"

~ Brian O'Rourke

"Without question, the greatest invention in the history of mankind is beer. Oh, I grant you that the wheel was also a fine invention, but the wheel does not go nearly as well with pizza."

~ Dave Barry

BEER: HELPING UGLY PEOPLE HAVE SEX SINCE 3000 B.C.!!!

~ "Unknown"

Remember "I" before "E", except in Budweiser.

And saving the best for last, as explained by Cliff Clavin, of Cheers. One afternoon at Cheers, Cliff Clavin was explaining the Buffalo Theory to his buddy Norm. Here's how it went:

"Well ya see, Norm, it's like this... A herd of buffalo can only move as fast as the slowest buffalo. And when the herd is hunted, it is the slowest and weakest ones at the back that are killed first. This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by the regular killing of the weakest members. In much the same way, the human brain can only operate as fast as the slowest brain cells. Excessive intake of alcohol, as we know, kills brain cells. But naturally, it attacks the slowest and weakest brain cells first. In this way, regular consumption of beer eliminates the weaker brain cells, making the brain a faster and more efficient machine. That's why you always feel smarter after a few beers."

(Contributed by our resident humorist, Jerry Dunnigan, BMSN, 65-67)



Personnel Changes

JUL 2003 - Reported Aboard

Pape Darrell 67-71 Niceville FL
 Campbell Joe M ADJ3 67-68 Columbus OH
 Marlar Jeff SMSN 65-66 Independence KY
 Roynesdal Rolf MML1 51-52 Midlothian VA



Piped Ashore - Deceased

(None)

AUG 2003 - Reported Aboard

(None)



Piped Ashore - Deceased

(None)

SEP 2003 - Reported Aboard

Wheelock Al GMG3 65-67 Golden MS



Piped Ashore - Deceased

(None)

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.

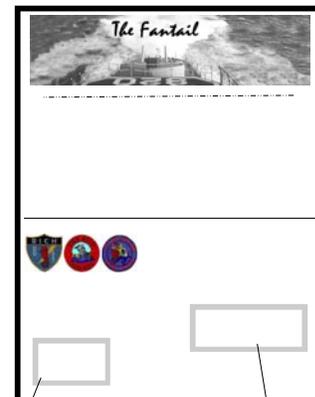
How's your Stern?

In each issue we call your attention to the information on the address label 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
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Time To "Re-Up"!



USS RICH (DD/DDE 820) ASSOCIATION

Don Hogg, Treasurer

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2003-04 Membership Dues **\$5.00**
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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>



Hey sailor... lemme preach atcha.

Now before the ACLU starts sniffing around, this preaching won't be of the religious kind. There might be something spiritual but not religious. I'm preaching about an Association.

If you're reading this guess what? You're part of an association. The USS Rich Association. If you're a paid-up member, read no further. And thank you for your support.

Now, for the rest of you. In the Navy and especially aboard a tin can we learned to "cover each other's back". We did it willingly. We did it because we knew while we were covering a shipmate someone else was covering us. It's a good feeling knowing someone is there. We need you to cover us... with your membership. It's only a few dollars but every penny counts and it will help keep us strong.

You'll continue to receive the 820 Newsletter whether or not you join. That's because we practice what we preach. We'll cover your back.



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=

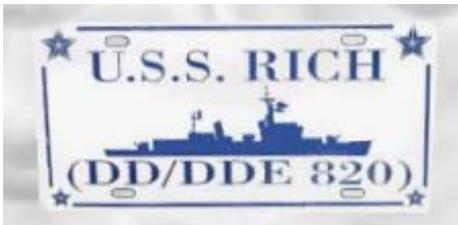
2002 Mug

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
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 Allow 4 weeks for delivery

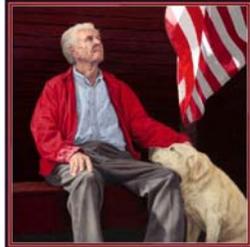
Mail To: Don Hogg
 USS Rich Ship's Store
 1801 N 9th St
 DeQueen AR 71832

Total Amt





It Is The Veteran...



It is the VETERAN, not the preacher,
who has given us freedom of religion.

It is the VETERAN, not the reporter,
who has given us freedom of the press.

It is the VETERAN, not the poet,
who has given us freedom of speech.

It is the VETERAN, not the campus organizer,
who has given us freedom to assemble.

It is the VETERAN, not the lawyer,
who has given us the right to a fair trial.

It is the VETERAN, not the politician,
Who has given us the right to vote.

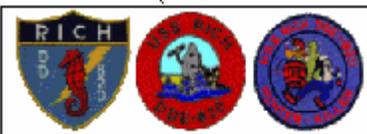


It is the VETERAN,
who salutes the Flag,

Let those who served under the Flag,



**BE GRANTED ETERNAL REST O LORD, AND LET
YOUR PERPETUAL LIGHT SHINE UPON THEM.**



8926 Phylliss Ave—Sarasota FL 34231

