

The 820 Newsletter



The Official Publication of the USS Rich Association
Volume 13, Number 3

On the Internet: www.ussrich.org
Aug 2006

York, Pennsylvania... Lookin' Good!

It's Never Too Early To Make Plans

In describing our plans for the 14th Annual Ship's Company Reunion use of the word "foray" came up as in "This will be our first *foray* into southeastern Pennsylvania." In consulting an online dictionary to insure proper usage, this is what was found:

Definition:
[n] an initial attempt (especially outside your usual areas of competence)
[n] a sudden short attack
[v] briefly enter enemy territory
[v] steal goods; take as spoils

Amusing that our group could conceivably fit each one of the definitions... Nahhhhhh.

Foray or not, this is our first reunion anywhere in the Commonwealth of Pennsylvania and things are looking good. Shipmate Don Hake (SH2, 59-62) has been busy making plans and arrangements. The dates are firm: April 25th to 28th, 2007.

Firmly established as our host hotel is the Hampton Inn York. Information from their website:

The **Hampton Inn York** hotel is located just minutes off Pennsylvania Interstate I-83. Downtown York, Pennsylvania, is 5 miles from our hotel. The Hampton Inn York hotel is within an hour of Lancaster's Amish country, Gettysburg, Harrisburg, Hershey, Pennsylvania and Baltimore, Maryland.

Hampton Inn is a leading brand of quality, value-priced hotels. Here you'll find clean, fresh, comfortable rooms standard with a coffee maker, iron and ironing board, and complimentary in-room movie channel. Enjoy complimentary local calls and no surcharge for using a calling card. Guests also enjoy the following complimentary items: On the House™ hot breakfast, Hampton's On the Run™ breakfast bags (Monday-Friday), high speed internet access in every room, wireless internet access in the lobby, meeting rooms and public areas,

coffee and tea in the lobby 24 hours a day, and USA Today® copies Monday-Friday. Hampton also offers a 24 hour front desk, message and fax service. As always your stay is backed by the 100% Hampton Guarantee. If you're not 100% satisfied, we don't expect you to pay. That's our promise and your guarantee. That's 100% Hampton.™

Check-In: 3:00PM Check-Out: 11:00AM
Self Parking—No Pets Allowed

Our special room rate is \$95/night. Use Group Code **USS** when making your reservations.

Considering the ever increasing cost of oil, it wouldn't be a bad idea to go ahead and buy your airline tickets. A \$50.00 per ticket increase was noted between June 1st and August 1st on a flight from Sarasota, Florida to Baltimore, Maryland. There's a good chance there will be more increases in the future.

Meanwhile based on a recent shipmate survey, Don is looking into daily day trips to such notable locations as Intercourse, PA, Hershey, PA, and Washington, DC. There is mention of a possible White House tour and maybe even a photo op with the President.



Highlights of the 2006 Annual Meeting

The meeting was called to order by President Johnny Skillen promptly at 1000. The Pledge of Allegiance was followed by a prayer by the Chaplain Hoot Gibson.

Board recognized former RICH skipper Cdr. Hugh Mason. Captain Mason made a brief address to the membership.

All officers of the association were present.

Minutes from the 2005 business meeting on April 30 in Pensacola read and approved.

Treasurer's Report from the 2005 business meeting on April 30 in Pensacola read and approved.

A motion was approved to cover the additional cost of Ships Store storage building.

A motion was approved for \$500 donation to USS Laffey for the purchase, replacement or repair of Field Day tools.

The association recognized Dale Robbins for his excellent cooking skills during the 2005 Laffey Field Day

A motion was approved for Vice President Chuck Weber to take necessary action to have the USS Rich Association incorporated as a 501 (c)(14) non-profit corporation in the state of Delaware.

Don Hake reported on the progress of the 14th annual reunion to be held in York, Pennsylvania.

Maurice McLaud volunteered to host the 2008 Reunion in Binghamton, New York. Dave Carson volunteered to host the 2009 Reunion in El Paso, Texas. There was discussion of other venues which will be explored.

The offices of President, Secretary, Treasurer and 1 year Director were open for election. There were no nominations from the floor and all incumbents were re-elected for another term.

First time reunion attendees were asked to stand and be welcomed. They were encouraged to sign the Port Hole Banner.

Reunion attendees who have attended all Rich reunions were asked to stand and be acknowledged.

A motion was approved to provide a plaque with the host names, dates and location of the reunion for display at all future reunions.

Chuck Weber was recognized in advance for his efforts in incorporating the association.

Meeting was adjourned at 1105.

The 820 Newsletter   

The 820 Newsletter is the official publication of the USS Rich Association. It is published quarterly in the first week of February, May, August and November.

The newsletter is included in the membership dues and is sent to members home via First Class mail. Non-member subscriptions are available.

The entire content of the 820 Newsletter is © 2006 by the USS Rich Association and may not be used or reproduced in any manner without express permission. Other copyrighted material may appear and are the sole property of the copyrighter.

You may contact us on the Internet at Editor@ussrich.org or snail mail to 8926 Phyllis Avenue, Sarasota, Florida 34231-7722.

Marshall K DuBois, SH2 (62-66), Editor
Johnny V Skillen, BMSN (64-66), President



About Membership

If you're a paid-up member, *read no further*. Thank you for your continued support.

There's probably more than one good reason why you haven't joined (or renewed) your association. We'd like to think it's just an oversight. That's one reason. Another may be financial. A very good reason. All of us are watching our finances. Still another may be with our "Lifer" shipmates whose career took them to multiple sea commands and simple can't afford to belong to all the associations. A very good reason.

But this isn't all about money. It's about *belonging* to a group a sailors who worked together and played together for a period in another part of life. It's about *esprit de corps*... the "Spirit of the Corp". It's about joining in. It's about renewing old friendships and creating new ones. (You'll be astonished at the interesting and talented men and women you'll meet at our get togethers.) It's about having a good time and enjoying our senior years. It's about remembering the times, good and bad, we had during our Navy years.

One reason for not renewing is that perhaps you're simply not interested. That's okay too. Just let us know and we'll stop sending mail and email. One the other hand, if it really is reason #1, an oversight, you can take care of it now. Out of fairness to our shipmates, dues are pro rated:

- May 1st to March 30th \$15.00
- ☺ · August 1st to March 30th \$10.00 ☺
- December 1st to March 30th \$ 5.00

We'll be glad to have you join the ranks and begin having fun immediately!

Mail your check to:

Don Hogg, Treasurer
USS Rich Association
1801 N 9th St
DeQueen AR 71832-3506

Be sure to include your rate, tour dates and email. Alternatively, you can renew online at www.ussrich.org by clicking on

[Join or Renew Membership!](#)

If you wish to discontinue receiving material from us, send your name to:

Database Removal
8926 Phyliss Ave
Sarasota FL 34231-7722

Now, aren't you glad that's out of the way?

Ship's Store

New Item!

4 inch—6 color DDE-820 patch

Replaces the 3" version

Greatly improved quality

Same price!

\$8.95/each (including shipping)



Summer Special!

Get Mugged— 6 Cup Collection



\$25.00

(While supply lasts)
Includes Shipping



Laffey Field Day Scheduled

Care to take a step back in time? Who wouldn't? Of course one can't really do that but it seems to come mighty close when you participate in a Field Day on one of the nation's naval floating museums.

We're fortunate to have a shipmate who is the facilitator for one such museum, the USS Laffey (DD724) permanently berthed at Patriots Point at Mount Pleasant, (Charleston) South Carolina. Shipmate Hoot Gibson (FTS1, 57-60) will be the Duty BM and Taskmaster for the operation. This will be the second year we've participated in this program which will hopefully be an annual event.

The dates for the Field Day are 24 Sep thru 01 Oct, 2006. Volunteers will begin arriving Sunday afternoon and depart the following Sunday after breakfast. There is NO requirement to commit to the full tour. Participants may arrive and depart on any of the above days as their personal schedule permits. (See Signup Sheet on next Page)

Participants will be berthed and fed aboard ship however there are limited billets so participants should have confirmation from the Ship's Office.

Hoot advises that since our crew is a "Can Do" crew, he'll be calling for Holiday Routine on Thursday to allow the duffers in the crew to enjoy a round or two of golf. **You need to let us know if you'll be bringing your golf clubs.**

What is done during the course of the Field Day? As one might imagine, keeping a 62 year old steel ship looking "showroom new" is no small task. Most museums are operating with minimal resources when it comes to Maintenance, Repair and Upkeep. That's where they look to outside funding and manpower to keep things afloat. (No pun intended.) Patriots Point is no exception.

Patriots Point relies on outside organizations to supplement fund and manpower to accomplish their mission.

Our volunteer effort is to help with the maintenance and upkeep of the USS Laffey. You should be aware that this is a work detail that will be consistent with the *talent and capabilities* of each man. Working from a master plan of the museum, we have specific objectives for the week. As always, "Safety First" is prime concern and no man will be put at risk. "Maintenance and Upkeep" can refer to any task from chipping/priming/painting to simple *cleaning* a space to brighten it up for the continuous flow of visitors aboard the ship. Additionally, there is the duty of greeting visitors and answering questions about the ship and its operation.

A Few Words About The Physical Demands

Considering the median age of our shipmates, you should be aware of the physical demands you will encounter. Unlike when we were aboard ship in our late teens, moving about the ship will be more challenging. Steel ladders will seem steeper, hatches narrower and coamings higher. (Not to mention the extra pounds you may be lugging around.) And yes, age does take its toll.

If you're not on an exercise program, start one which is approved by your physician.

If you are on a program, consider modifying your program to include stair climbing and/or bicycling to improve the condition of your legs and prepare you for your Field Day tour. (From personal experience, I didn't and I paid the price of pain.) In following this recommendation you find it only serves to make the onboard experience more enjoyable. See you on the Laffey!



Signup And Shipout

2006 USS LAFFEY FIELD DAY 24 SEP THRU 01 OCT, 2006

September 2006						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
24	25	26	27	28	29	30
1	2	3	4	5	6	7

Name: <input type="text"/>		Email: <input type="text"/>						
(Check all appropriate boxes)	Sun-Sep 24	Mon-Sep 25	Tue-Sep26	Wed-Sep27	Thu-Sep28	Fri-Sep29	Sat-Sep30	Sun-Oct1
I'll be on board on the following nights:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I'll be there for the following meals:	<input type="checkbox"/> L <input type="checkbox"/> D	<input type="checkbox"/> B <input type="checkbox"/> L <input type="checkbox"/> D	<input type="checkbox"/> B <input type="checkbox"/> L <input type="checkbox"/> D	<input type="checkbox"/> B <input type="checkbox"/> L <input type="checkbox"/> D	<input type="checkbox"/> B <input type="checkbox"/> L <input type="checkbox"/> D	<input type="checkbox"/> B <input type="checkbox"/> L <input type="checkbox"/> D	<input type="checkbox"/> B <input type="checkbox"/> L <input type="checkbox"/> D	<input type="checkbox"/> B <input type="checkbox"/> L

Alternatively you may do this online at
<http://www.ussrich.org>

Return to:
Field Day
8926 Phyliss Ave
Sarasota FL 34231-7722

On Board Berthing Is Limited—No Guarantee Without Confirmation

What To Bring:

- Douche Kit
- Blanket
- Pillow (if you have a favorite)
- Towel/Wash Cloth
- Medications
- Ear Plugs
- Shower Shoes
- USS Rich ball cap

Secure parking is available in lot south of Welcome Center. Enter through Security Gate. Call Laffey Chief's Quarters for transportation to ship.





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.

Source: <http://www.chinfo.navy.mil/navpalib/traditions/html/navyterm.html>

(...continued from February 2006 issue)

Holystone The last Navy ships with teak decks were the battleships, now since decommissioned. Teak, and other wooden decks, were scrubbed with a piece of sandstone, nicknamed at one time by an anonymous witty sailor as the "holystone." It was so named because since its use always brought a man to his knees, it must be holy! However, holystones were banned by the Navy by General Order Number 215 of 5 March 1931 because they wore down the expensive teak decks too fast.

Hunky-Dory The term meaning everything is O.K. was coined from a street named "Honki-Dori" in Yokohama, Japan. Since the inhabitants of this street catered to the pleasures of sailors, it is easy to understand why the street's name became synonymous for anything that is enjoyable or at least satisfactory. And, the logical follow-on is "Okey-dokey."

Listless Today it means to be dull or without pep. It comes from the days of sail when a ship was becalmed and rode on an even keel without the port or starboard list experienced under a good breeze. No wind, no list; no list, lifeless.

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.

Long Shot Today it's a gambling term for an event that would take an inordinate amount of luck. Its origins are nautical. Because ships' guns in early days were very inaccurate except at close quarters, it was an extremely lucky shot that would find its target from any great distance.

Mayday "Mayday" is the internationally recognized voice radio signal for ships and people in serious trouble at sea. Made official in 1948, it is an anglicizing of the French *m'aidez*, "help me".

No Quarter "No quarter given" means that one gives his opponent no opportunity to surrender. It stems from the old custom by which officers, upon surrender, could ransom themselves by paying one quarter of a year's pay.

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 — 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 — later, a pea coat. The term has been used since 1723 to denote coats made from that cloth.

Port holes The word "port hole" originated during the reign of Henry VI of England (1485). King Henry insisted on mounting guns too large for his ship and the traditional methods of securing these weapons on the forecastle and aftcastle could not be used. A French shipbuilder named James Baker was commissioned to solve the problem. He put small doors in the side of the ship and mounted the cannon inside the ship. These doors protected the cannon from weather and were opened when the cannon were to be used. The French word for "door" is "porte" which was later Anglicized to "port" and later went on to mean any opening in the ship's side, whether for cannon or not.

Scuttlebutt The origin of the word "scuttlebutt," which is nautical parlance for a rumor, comes from a combination of "scuttle" — to make a hole in the ship's hull and thereby causing her to sink — and "butt" — 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 — like a water fountain — 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".



Origins

(Conclusion)

S.O.S. Contrary to popular notion, the letters S.O.S. do not stand for "Save Our Ship" or "Save Our Souls". They were selected to indicate a distress because, in Morse code, these letters and their combination create an unmistakable sound pattern.

Splice the Main Brace In the age of sail, ship's rigging was a favorite target during sea battles because destroying the opponent's ability to maneuver or get away would put you at obvious advantage. Therefore, the first and most important task after a battle was to repair damaged rigging (also known as lines- but never "rope"!). Examples of lines include braces (lines that adjust the angle at which a sail is set in relation to the wind) and stays (lines supporting the masts). The main brace was the principal line controlling the rotation of the main sail. Splicing this line was one of the most difficult chores aboard ship, and one on which the ship's safety depended. It was the custom, after the main brace was 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.

Starboard The Vikings called the side of their ship its board, and they placed the steering oar, the "star" on the right side of the ship, thus that side became known as the "star board." It's been that way ever since. And, because the oar was in the right side, the ship was tied to the dock at the left side. This was known as the loading side or "larboard". Later, it was decided that "larboard" and "starboard" were too similar, especially when trying to be heard over the roar of a heavy sea, so the phrase became the "side at which you tied up to in port" or the "port" side.

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.)

Three Sheets to the Wind We use the term "three sheets to the wind" to describe someone who has too much to drink. As such, they are often bedraggled with perhaps shirttails out, clothes a mess. The reference is to a sailing ship in disarray, that is with sheets (lines — not "ropes" — that adjust the angle at which a sail is set in relation to the wind) flapping loosely in the breeze.

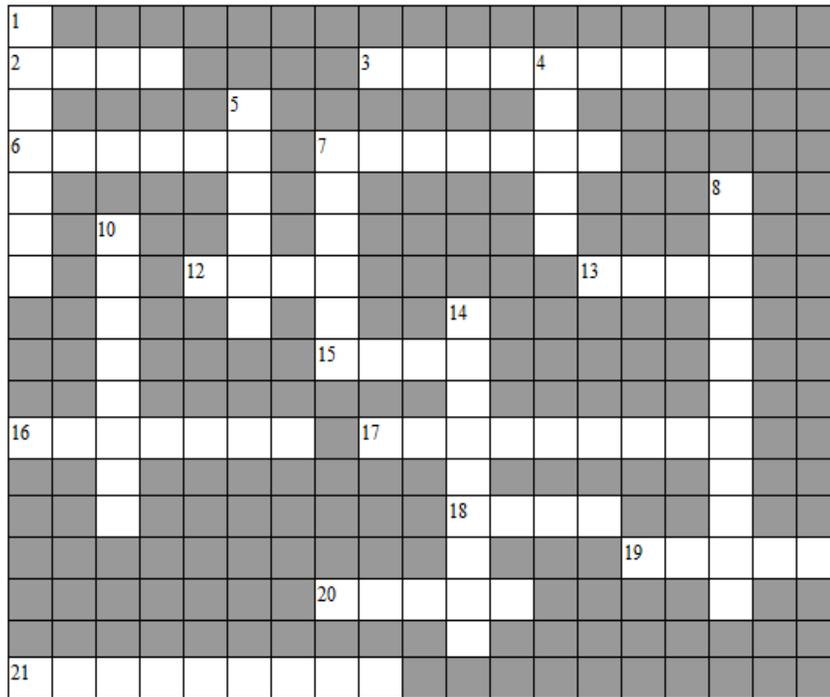
Took the wind out of his sails Often we use "took the wind out of his sails" to describe getting the best of an opponent in an argument. Originally it described a battle maneuver of sailing ships. One ship would pass close to its adversary and on its windward side. The ship and sails would block the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

Watches Traditionally, a 24-hour day is divided into seven watches. These are: midnight to 4 a.m. [0000-0400], the mid-watch; 4 to 8 a.m. [0400-0800], morning watch; 8 a.m. to noon [0800-1200], forenoon watch; noon to 4 p.m. [1200-1600], afternoon watch; 4 to 6 p.m. [1600-1800] first dog watch; 6 to 8 p.m. [1800-2000], second dog watch; and, 8 p.m. to midnight [2000-2400], evening watch. The half hours of the watch are marked by the striking the bell an appropriate number of times.



Know Your Navy Jargon?

At the 2006 Reunion in Nashville our Saturday evening banquet program contained this simple little crossword to “entertain the troops”. Try your hand at it and win a certificate for a free drink at the 2007 reunion in York, Pennsylvania. We’ll publish the answers in the November newsletter.



ACROSS

- 2. Traditional greeting
- 3. Through which you can see
- 6. Begin work
- 7. Best are 96 hours
- 12. Opposite of tail
- 13. End of alphabet
- 15. Ralph's sir
- 16. Not necessarily healthy
- 17. Religious rock
- 18. Sleeping device
- 19. This one doesn't tell time
- 20. Covered with sand
- 21. Not a port

DOWN

- 1. Absolute end
- 4. Result of sitting on eggs
- 5. Thank Joe
- 7. Means of up or down
- 8. Drink or gossip
- 10. Navy wall
- 14. Grown up polywog



Personnel Changes

<u>Jun 2006 - Reported Aboard</u>					
Cudmore	Dan	BT2	68-71	Clements	MN
 Piped Ashore - Deceased					
Rush	Henry R	SH1	55-58	Mineral Bluff	GA
<u>May 2006 - Reported Aboard</u>					
Bigger	Ross	BT2	56-58	College Grove	TN
Oliver	Russ	BM3	66-69	Kettering	OH
Marchione	Gene	S1C	46-48	Clearwater	FL
Trowbridge	George	QM2	72-75	Largo	FL
 Piped Ashore - Deceased					
Giemza	Theodore	RM	59-65	West Hanover	PA
Rupprecht	David M	SO	70's	New Durham	NH
Huntoon	Mike	QM2	46-50	Holland	MI
Sanders	Chet	QM3	51-54	Pensacola	FL
Masters	William	TE2	56-58	Schenectady	NY
Owsianik	Joseph	RD3	61-62	Kissimmee	FL
<u>Apr 2006 - Reported Aboard</u>					
Vardell	Don K	Lt	70	Pascagoula	MS
Tarver	Paul M	RD3	54-56	Knoxville	TN
Bailey	Curtis R	MM1	72-73	Virginia Beach	VA
Ramsey	Gerald E	RD3	56-59	Columbia City	IN
Barrera Jr	Chuck	QM3	65-66	Manchester	CT
McAdams	Donald	BT3	69-70	Chester	IL
Chandler	Van			Kenova	WV
 Piped Ashore - Deceased					

We appreciate All Hands passing the word to the editor regarding the illness or passing of a shipmate. We pay respects to each and every one of these men at a memorial service conducted at our annual Ship's Company Reunion.

At the annual reunion we have started a new tradition of thanking and paying respects to our World War II Veterans. We now include the playing of the music video "Before You Go" following the memorial service. The video is an emotional reminder of the sacrifices of our vets.

USS Rich Plank Owners as well as all shipmates who are World War II veterans are entitled to life membership in the USS Rich Association. Such memberships were awarded by a unanimous approval at the 2005 association business meeting in Pensacola.

If you are entitled and have not received your Lifetime Membership card, please contact our association Treasurer, Don Hogg at 1801 N 9th Street, De Queen, AR 71832. Please, no phone calls.

No Longer Traveling

Some of our shipmates no longer travel away from home due to health and/or other reasons. These men still want to maintain contact with shipmates. Their email address is posted on the USS Rich web site or you may obtain their postal address from the Ships Office.

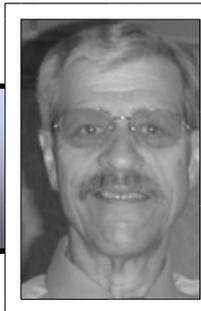
Hill	Robert E	Ltjg	50-51	Sun City Ctr	FL
Parsons	Raymond L	RMC	68-69	Wellington	FL
Potoma	Joe M	GM3	50-54	Northport	FL

Are there more of you out there? Contact the Ships Office and get your name on the list.



Dunnigan's Corner

"Where the old sailors come for a good laugh"



An elderly man in North Carolina had owned a large farm for several years.

He had a large pond in the back, fixed up nice; picnic tables, horseshoe courts, and some apple and peach trees. The pond was properly shaped and fixed up for swimming when it was built.

One evening the old farmer decided to go down to the pond, as he hadn't been there for a while, and look it over. He grabbed a five gallon bucket to bring back some fruit.

As he neared the pond, he heard voices shouting and laughing with glee.

As he came closer, he saw it was a bunch of young women skinny-dipping in his pond. He made the women aware of his presence and they all went to the deep end.

One of the women shouted to him, "We're not coming out until you leave!"

The old man frowned and replied, "I didn't come down here to watch you ladies swim naked or make you get out of the pond naked." Holding the bucket up he said,

"I'm here to feed the alligator."

Moral: *Old men can still think fast.*



Two guys from Michigan are sitting in a boat on a lake fishing and sucking down beer when all of a sudden one says,

"I think I'm going to divorce my wife - she hasn't spoken to me in over 6 months."

The other takes a sip of his beer and says,

"You better think it over - women like that are hard to find."

I went to the doctor for my yearly physical. The nurse starts with certain basics.

"How much do you weigh?" she asks.

"115," I say.

The nurse puts me on the scale. It turns out my weight is 140.

The nurse asks, "Your height?"

"5 foot 8," I say.

The nurse checks and sees that I only measure 5 foot 5 inches.

She then takes my blood pressure and tells me it is very high.

"Of course it's high!" I scream, "When I came in here I was tall and slender! Now I'm short and fat!"

She put me on Prozac.



CAPITALISM

A guy and his date were parked on a back road some distance from town, doing what guys and girls do on back roads some distance from town.

As things really started getting hot, the girl stopped the guy and said, "I really should have mentioned this earlier, but I'm actually a hooker and I charge \$20 for sex." The guy reluctantly paid her, and they went on with their business.

After they finished, the guy lit up a cigarette, sat back in the driver's seat and stared out the window. "Why aren't we going anywhere?" asked the girl.

"Well, I should have mentioned this before, but I'm actually a taxi driver, and the fare back to town is \$25."



Ship's Store

Genuine Simulated US Navy Ball Cap



2 Styles 2 Colors

- #BSB Blue Solid Back
- #BMB Blue Mesh Back
- #WSB White Solid Back
- #WMB White Mesh Back

\$15⁰⁰/ea includes shipping



Embossed Zippo USS RICH

Brushed Finish

\$18⁹⁵ includes shipping

USS Rich Reunion Coffee Mug (includes shipping)

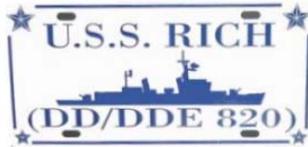


- 2006 Reunion Mug \$10⁰⁰
- 2005 Reunion Mug \$ 8⁰⁰
- 2004 Reunion Mug \$ 7⁰⁰
- 2003 Reunion Mug \$ 6⁰⁰
- 2002 Reunion Mug \$ 5⁰⁰
- 2001 Reunion Mug \$ 4⁰⁰
- 6 pcs Collection 2001-06 \$25⁰⁰

USS Rich Lapel Pin



\$7⁹⁵ includes shipping



Official USS Rich Auto Tag
\$9⁰⁰ includes shipping



Embroidered Shirt

S-M-L-XL **2-3-4 XL**

\$29⁹⁵ **\$31⁹⁵**

includes shipping

White
Forest Green
Burgundy
Navy



3" DD820 Patch
\$7⁹⁵ includes shipping



3" DDE820 Patch
\$7⁹⁵ includes shipping



4" DesRon 36 Patch
\$7⁹⁵ includes shipping



4" Tonkin Gulf YC Patch
\$7⁹⁵ includes shipping

ORDER HERE

Item	Qty	Item	Qty	Item	Qty	Item	Qty
2006 Mug		BSB Cap		Zippo		DD Patch	
2005 Mug		BMB Cap		Auto Tag		DDE Patch	
2004 Mug		WSM Cap		Lapel Pin		DesRon	
2003 Mug		WMB Cap				Tonkin	
2002 Mug							
2001 Mug							

Shirts	White	Green	Burg	Navy
Sm				
Med				
Lge				
Xlge				
2XLge				
3XLge				

Check or money order only!
Sorry... no COD's
PLEASE! NO TELEPHONE CALLS!
Allow 3 weeks for delivery

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

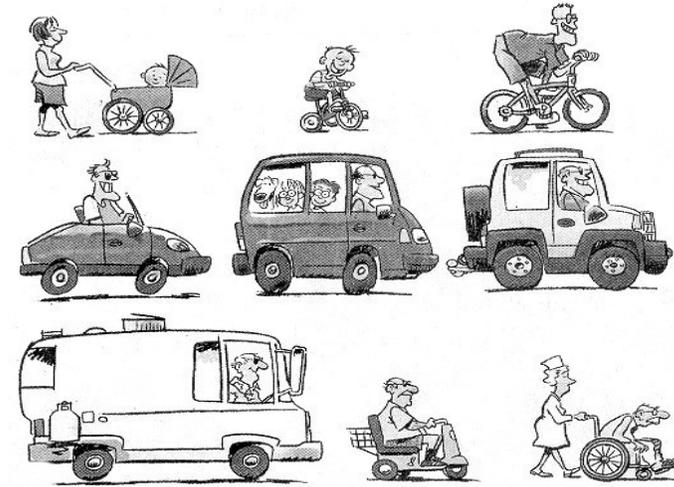
TOTAL AMOUNT





The Fantail

The Wheels of Life



8926 Phylliss Ave—Sarasota FL 34231