

The 820 Newsletter



The Official Publication of the USS Rich Association
Volume 16, Number 1

On the Internet: www.ussrich.org
February 2009

La Crosse, Wisconsin Awaits You!

Grandad Bluff, the Shrine of Our Lady of Guadalupe, the Norskedalen Nature & Heritage Center, the National Eagle Center, Slippery's Bar and the Nelson Cheese Factory are all prepared to cater to your every whim while you are visiting the La Crosse, Wisconsin area. These are the places you will see if you take the tours planned at the 2009 Annual Reunion according to Hosts George Hammes and Wally Bandomir. You can sign up for the tours when you register.



While the above weather report was taken in late January, a more likely scenario is below which is based upon official weather data for La Crosse.

Month	Apr	Likely	May
Avg high °F (°C)	60 (16)	65	72 (22)
Avg low temperature °F (°C)	37 (3)	42	49 (9)

Some of you may be surprised to learn that La Crosse is not the farthest north we have traveled to hold a reunion. In June, 2001 we met at Washington, Vermont as the guests of Francis "Hutch" and Marie Hutchins. Washington is approximately 19 miles further north than La Crosse. Not much different but a record nevertheless. And those who attended can testify, Vermont had "unseasonably" warm temperatures during our stay. Warm enough that some had to go buy some lighter clothing. There certainly is no evidence that history will repeat itself while we're in Wisconsin, it's reasonable to believe we'll experience moderate temperatures. A warm jacket and a sweater or two should suffice with little need to pack the thermals.

La Crosse is a city in and the county seat of La Crosse County, Wisconsin, United States. The city lies alongside the Mississippi River.

The population of La Crosse was 51,818 at the 2000 census, making it the 12th largest city in Wisconsin by population. The city forms the core of, and is the principal city within the United States Census Bureau's La Crosse Metropolitan Statistical Area, which includes all of La Crosse County in Wisconsin and Houston County, Minnesota (composite 2000 population: 126,838

La Crosse was incorporated as a city in 1856, but its history dates further. The first Europeans to see the site of La Crosse were French fur traders who traveled the Mississippi River in the late 17th century. The first white settlement at La Crosse occurred in 1841. La Crosse is located on the western border of the midsection of Wisconsin, on a broad alluvial plain along the east side of the Mississippi River. The Black River empties into the Mississippi north of the city, and the La Crosse River flows into the Mississippi just north of the downtown area.

La Crosse's largest employer is Gundersen Lutheran Medical Center, a 325 bed care facility where approximately 5946 employees as well as 421 physicians and 227 physician assistants and nurse practitioners are on staff with a helicopter and advanced life support ambulance service. It would seem that if you are going to be sick, La Crosse would be the place to do it.

[Source: http://en.wikipedia.org/wiki/La_Crosse,_Wisconsin]



Are You Out Of The Box Yet?

A tribute by Marshall K DuBois

Not long after Vineland, New Jersey was approved as the 2008 Reunion site, I began to assist Host Joe Franchetta in planning the event. He in New Jersey and me in Florida. Very quickly Joe found out that my daily schedule was quite out of synch with his.

My life's routine changed considerably in 1986 when my wife Iris took a position as Evening Supervisor at a local private psychiatric hospital working 3-11pm. The problem was it put the two of us on different schedules. After 3 months of discontent on my part I determined I could change my schedule to hers without compromising my business.

Our daily schedule was quite routine but it put us to bed and rising 4-5 hours later than others in the same time zone. Most nights Iris was home by 1am and after having a snack, we'd watch a tape of our favorite shows that I had recorded earlier in the evening. We'd watch TV until 3-4am then off to bed to rise 10-11am. We'd maintain this schedule on weekends when she wasn't working. I'm sure thousands of folks who work 3-11 or 11-7 follow a

similar schedule. It wasn't too long before Joe's beginning line on my voice mail was "Marshall... are you there? Are you out of the box?" of course likening me to a... vampire, or some other creepy nocturnal soul. This message became a running gag with us and always good for a laugh.



When I arrived in Vineland the following May I found Joe had a talent I'm sure few knew about. He is a very skilled wood carver! I was quite taken by his talent, generosity and sense of humor. Pictured is the carving he presented to me. Note the hull markings. At least I was in the right box and it can be found in a prominent place on my bookshelf. Thanks Joe!



The 820 Newsletter



The 820 Newsletter is the official publication of the USS Rich Association, Inc. 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 a member's home via First Class mail if requested. Non-member subscriptions are available.

The entire content of the 820 Newsletter is © 2008 by the USS Rich Association, Inc. and may not be used or reproduced in any manner without express permission. Other copyrighted material may appear and is 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.

Editor	Marshall K DuBois	SH2 (62-66)	941-966-1252
President	Johnny V Skillen	BMSN (64-66)	870-535-3331 870-692-1173
Treasurer	Donald N Hogg	BM3 (62-64)	870-584-3319 870-584-8034



Have Fun! Visit A Museum Ship!

Here's a partial list of museum ships around the country open to visitors:

Number	Name	Date	Type	Location
BB 60	Alabama	1942	Battleship	Mobile, AL
--	American Victory	1945	Victory Ship	Tampa, FL
DD 933	Barry	1956	Destroyer	Washington DC
DD 793	Cassin Young	1943	Destroyer	CNY, Boston, MA
--	Constitution	1798	Frigate	CNY, Boston, MA
DD 946	Edson	1958	Destroyer	New York, NY
CVS 12	Hornet	1943	Aircraft Carrier	Alameda, CA
CVS 11	Intrepid	1943	Aircraft Carrier	New York, NY
--	Jeremiah O'Brien	1943	Liberty Ship	San Francisco, CA
--	John Brown	1942	Liberty Ship	Baltimore, MD
DD 850	Joseph P. Kennedy, Jr.	1945	Destroyer	Fall River, MA
DD 661	Kidd	1943	Destroyer	Baton Rouge, LA
DD 724	Laffey	1944	Destroyer	Charleston, SC
--	Lane Victory	1945	Victory Ship	San Pedro, CA
CLG 4	Little Rock	1944	Cruiser	Buffalo, NY
BB 59	Massachusetts	1942	Battleship	Fall River, MA
BB 63	Missouri	1944	Battleship	Pearl Harbor, HI
BB 62	New Jersey	1943	Battleship	Camden, NJ
BB 55	North Carolina	1941	Battleship	Wilmington, NC
Cr.#6	Olympia	1895	Cruiser	Philadelphia, PA
DD 886	Orleck	1945	Destroyer	Lake Charles, LA*
CA 139	Salem	1949	Cruiser	Quincy, MA
DE 766	Slater	1944	Destroyer Escort	Albany, NY
DE 238	Stewart	1943	Destroyer Escort	Galveston, TX
BB 35	Texas	1914	Battleship	LaPorte, TX
DD 537	The Sullivans	1943	Destroyer	Buffalo, NY
DD 951	Turner Joy	1959	Destroyer	Bremerton, WA
BB 64	Wisconsin	1944	Battleship	Norfolk, VA
CVS 10	Yorktown	1943	Aircraft Carrier	Charleston, SC

Source and further details: <http://www.hazegray.org/navhist/preserve.htm>

*Arrives late March 2009



2009 Reunion Events and Activities

Wednesday, April 22,2009

- + **Travel Day- No Planned Activities**
- + Shipmates arriving throughout the day.
- + Hospitality Suite will be open sometime after mid-day
- + All Meals on your own

Thursday, April 23,2009

- + Breakfast & Lunch on your own
- + Bus departs at 9:00am returning approximately 5:00pm
- + **Grandad Bluff, Shrine of Guadalupe,
Norskedalen Heritage – (Norwegian Heritage) (\$30.00 Per Person)
Lunch & admission included in the tour**
- + 6:00 pm Evening meal (Cost included in registration)

Friday, April 24,2009

- + Breakfast & Lunch on your own
- + Bus departs at 8:30 AM returning approximately 5:00PM
- + **Wabasha MN National Eagle Museum, Slippery's Bar (Grumpy Old Men),
Nelson Cheese Factory (Good ice cream cones for \$1.00) (\$30.00 Per Person)
Lunch & admission included in the tour**
- + 6:00 pm Evening meal- Pig Roast off site (Cost included in registration)

Saturday, April 25,2009

- + Breakfast & Lunch on your own.
- + **10:00 am Annual Business Meeting**
- + **6:00 pm Cocktail Hour (Cash Bar)**
- + **7:00 pm Banquet** (Cost included in Registration)
- + Door Prizes/Raffle/Auction

Sunday, April 26,2009

- + **Travel Day-No Planned Activities**
- + Hospitality Suite closes approximately 1300
- + All meals on your own



USS RICH ASSOCIATION 2009 REUNION REGISTRATION FORM

NAME: _____

RATE/RANK WHILE ABOARD: _____ TOUR DATES: _____

REGISTRATION FOR PAID ASSOCIATION MEMBERS (Please Print)

A

NAME _____ 1@\$65=_____

GUEST _____ 1@\$65=_____

GUEST _____ 1@\$65=_____

*Including Plank Owners and Life Members

Sub Total _____

REGISTRATION FOR NON-MEMBERS (Please Print)

B

NAME _____ 1@\$85=_____

GUEST _____ 1@\$85=_____

GUEST _____ 1@\$85=_____

Sub Total _____

OPTIONAL TOURS

C

Thursday trip to Grandad Bluff, Shrine of Guadalupe, _____ @\$30/ea = _____
Norskedalen Heritage

Friday trip to Wabasha MN National Eagle Museum, _____ @\$30/ea = _____
Slippery's Bar and the Nelson Cheese Factory

(Both trips include admission and lunch)

Sub Total _____

**S
U
M
M
A
R
Y**

>>>>> Mail your check and this form to <<<<<<
Donald Hogg, Treasurer
USS Rich Association
1801 N 9th Street
DeQueen, AR 71832

Sub Total "A" _____

Sub Total "B" _____

Sub Total "C" _____

You may also register online with your credit card!

Total Amount Enclosed _____

Please indicate if you are bringing articles for:

___ Raffle Describe: _____

___ Auction Describe: _____

(Back of Registration form)

USS RICH · DD-820 · ODE-820



Orleck Soon Underway While Laffey In Serious Way

In our last issue we reported about the USS ORLECK (DD886) and the obstacles encountered in finding a permanent homeport to become a historical naval museum. We also reported of the successful Field Day held aboard the LAFHEY. It seems the whole situation has reversed itself. First, the good news.

The plans to move ORLECK to Lake Charles, LA are well underway with some work being done in Texas in final preparation for the trip to Louisiana which, according the present schedule, will bring ORLECK into Lake Charles in late March. If you are interested in being part of a contingent of RICH sailors who will be there to greet the old girl please contact the Ship's Office for details.

Now for the sad news. In October, Patriots Point staff found that the LAFHEY was leaking through the hull into a tank on the port side aft. A total of five leaks were successfully repaired from the inside.

On December 1st the staff investigated the location additional leaks after finding five feet of water in forward engineering spaces. On December 3rd they located the source of the leak to be a hole under the No. 2 Boiler in the Forward Fireroom which was flowing at the rate of 2000 gallons per hour. Divers were sent over the side and temporary patches were applied successfully and the water intrusion was halted. During this period approximately 90,000 gallons of water was removed from the ship by either pumping clean sea water back into the harbor or contaminated water into tanker trucks for proper disposal.

On December 11th another incident occurred similar to the first and additional holes were found near the first location and temporary patches were again successfully applied. During this incident approximately 125,000 gallons of water were removed from the ship.

In addition to the Patriots Point staff, private environmental services as well as representatives from the United States Coast Guard and the United States Environmental Protection Agency were on hand to assist as necessary.

Patriots Point is maintaining a round-the-clock staff watch aboard LAFHEY and **all volunteer Work Parties have been cancelled for the remainder of the year.**

The action to keep LAFHEY afloat has not been cheap. Through the end of December have cost the museum in excess of \$231,000.00 and the future of this historic destroyer known as "The Ship That Wouldn't Die" seems to be in the fight of her life.

Patriots Point had a professional maritime survey done of the vessel regarding repairs to restore LAFHEY to good health. The estimated cost will be \$6-7 million dollars. The amount includes some logistical expenses of getting the ship to dry dock, repaired and returned to Patriots Point. In comparison, as pointed out in a recent press release, the museum ship USS INTREPID recently returned to her berth in New York City following necessary repairs to the tune of \$120 million dollars.

As of this writing, funding sources are being explored and appeals for donations are being made throughout the country. Amounts large or small will help the cause. If you wish to make a donation toward the repair of LAFHEY please make your check payable to: Patriots Point Development Authority and make the notation "SAVE THE LAFHEY" on the check and envelope. Mail your check to:

Patriots Point Development Authority
Attn: C.F.O
40 Patriots Point Road
Mount Pleasant SC 29464

(Up-to-date details may be found at ussrich.org)



The Seabag

(From the Internet via Wendall Calloway, RM1 (61-62)

There was a time when everything a sailor owned had to fit in a seabag. Remember those nasty rascals? Fully packed, one of the suckers weighed more than the poor devil hauling it.

The damn things weighed a ton and some idiot with an off-center sense of humor sewed a carry handle on it to help you haul it. Hell, you could bolt a handle on a Greyhound bus but it wouldn't make the damn thing portable.

The Army, Marines and Air Force got footlockers and we got a big ole' canvas bag.

After you warped your spine jackassing the goofy thing through a bus or train station, sat on it waiting for connecting transportation and made folks mad because it was too damn big to fit in any overhead rack on any bus, train and airplane ever made, the contents looked like hell. All your gear appeared to have come from bums who slept on park benches.

Traveling with a seabag was something left over from the "Yo-ho-ho and a bottle of rum" sailing ship days. Sailors used to sleep in hammocks. So you stowed your issue in a big canvas bag and lashed your hammock to it, hoisted it on your shoulder and in effect moved your entire home and complete inventory of earthly possessions from ship to ship. I wouldn't say you traveled light because with one strap it was a one-shoulder load that could torque your skeletal frame and bust your ankles. It was like hauling a dead linebacker.

They wasted a lot of time in boot camp telling you how to pack one of the suckers. There was an officially sanctioned method of organization that you forgot after ten minutes on the other side of the gate at Bainbridge, Great Lakes or San Diego.

You got rid of a lot of issue gear when you went to the SHIP. Did you ever know a tin-can sailor who had a raincoat? A flat hat? One of those nut-hugger knit swimsuits? How 'bout those roll your own neckerchiefs... the ones the girls in a good Naval tailor shop would cut down and sew into a 'greasy snake' for two bucks?

Within six months, every fleet sailor was down to one set of dress blues, port and starboard undress blues and whites, a couple of whitehats, boots, shoes, assorted skivvies, a peacoat and three sets of bleached out dungarees. The rest of your original issue was either in the pea coat locker, lucky bag or had been reduced to wipe down rags in the engine room. Underway ships were not ships that allowed vast accumulation of private gear.

Hobos who lived in discarded refrigerator crates could amass greater loads of pack rat crap than fleet sailors. The confines of a canvas back rack, side locker and a couple of bunk bags did not allow one to live a Donald Trump existence Space and the going pay scale combined to make us envy the lifestyle of a mud hut Ethiopian. We were the global equivalents of nomadic Mongols

without ponies to haul our stuff.

And after the rigid routine of boot camp we learned the skill of random compressed packing... known by mother's world-wide as 'cramming'. It is amazing what you can jam into a space no bigger than a breadbox if you pull a watch cap over a boot and push it in with your foot. Of course it looks kinda weird when you pull it out but they never hold fashion shows at sea and wrinkles added character to a salty appearance.

There was a four-hundred mile gap between the images on recruiting posters and the actual appearance of sailors at sea. It was not without justifiable reason that we were called the tin-can Navy.

We operated on the premise that if 'Cleanliness was next to Godliness', we must be next to the other end of that spectrum. We looked like our clothing had been pressed with a waffle iron and packed by a bulldozer.

But what in the hell did they expect from a bunch of jerks that lived in the crews hole of a 2250 Gearing/Fletcher can. After a while you got used to it. You got used to everything you owned picking up and retraining that distinctive aroma. You got used to old ladies on buses taking a couple of wrinkled nose sniffs of your pea coat then getting up and finding another seat.

Do they still issue seabags? Can you still make five bucks sitting up half the night drawing a ships picture on the side of one of the damn things with black and white marking pens that drive old master-at-arms into a 'rig for heart attack' frenzy? Make their faces red... the veins on their neck bulge out... and yell," What in God's name is that all over your seabag?"

"Artwork, Chief... It's like the work of Michelangelo... My ship... Great huh?" "Looks like some damn comic book..."

Here was a man with cobras tattooed on his arms... a skull with a dagger through one eye and a ribbon reading 'DEATH BEFORE SHORE DUTY' on his shoulder... crossed anchors with 'Subic Bay 1945' on the other shoulder... an eagle on his chest and a full blown Chinese dragon peeking out between the cheeks of his butt. If anyone was an authority on stuff that looked like a comic book, it had to be this E-7 sucker.

Sometimes I look at all the crap stacked in my garage, close my eyes and smile, remembering a time when everything I owned could be crammed into a canvas bag.



Personnel Changes

JAN 2009 - Reported Aboard



Piped Ashore - Deceased

Smallwood Leon GM2 Menifee CA
 Witt Wilbur L SH2 Gulfport MS (Passed 06 May 2005)

DEC 2008 - Reported Aboard

Martin Thomas G RM3 69-72 Lebanon PA shamar44@hotmail.com



Piped Ashore - Deceased

NOV 2008 - Reported Aboard

Peters Jim D BMSN 60-61 St Augustine FL Jimpeters2005@yahoo.com
 Conella Clarence E GM3 56-57 Alexandria LA lbconnella@att.net



Piped Ashore - Deceased

Condolences

To Francis "Hutch" Hutchins, BT1 (48-55) for the loss of his wife Marie on December 22nd. We all will remember Marie for her perennial smile at our reunions.

Note: We appreciate "Passing The Word" of the loss of a shipmate or a member of the immediate family.

ON THE MEND

Lohse, Skip EN2 65-66 Fergus Falls MN

No Longer Traveling

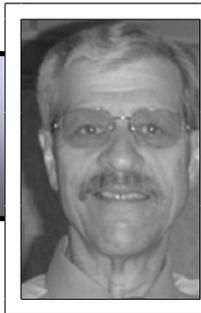
Some of our shipmates no longer travel away from home due to health and/or other reasons. These men still want to maintain contact with shipmates. Their email address is posted on the USS Rich web site or you may obtain their postal address from the Ships Office.

Beebe	James	BM3	67-68	Floral City	FL
Brown	Raymond	S1c	46-48	St James City	FL
Buxton	Alan	SM2	68-72	Peterborough	NH
Duclos	Armand E	ET1	56-59	Nashua	NH
Hill	Robert E	LTjg	50-51	Sun City Ctr	FL
Schwartz	John E	BMSN	61-63	Fairmont	WV
Wilson	Henry L	SO2	50-53	Richmond	KS
Zimmerman	Raymond K	MM3	54-59	Mechanicsburg	PA



Dunnigan's Corner

"Where the old sailors come for a good laugh"



Fifty-one years ago, Herman James, a North Carolina mountain man, joined the Navy. On his first day in basic training, the Navy issued him a comb. That afternoon the Navy barber sheared off all his hair. On his second day, the Navy issued Herman a toothbrush. That afternoon the Navy dentist yanked seven of his teeth. On the third day, the Navy issued him a jock strap. The Navy has been looking for Herman for 51 years.



A man charges into a bank wearing a mask and wielding a handgun. He shouts "this is a stick-up - everyone get on the floor!!" and proceeds to empty the cash drawers. As he runs towards the door with the loot, a brave customer yanks off his mask. The robber immediately shoots the customer in the head and shouts, "Did anybody else here see my face?" The robber notices another customer peering from behind a counter and goes over and shoots him in the head also. "Did anybody else see my face?" he shouts again, waving his gun around. There is silence for a few seconds before an elderly male voice is heard from a distant corner... "I think my wife caught a glimpse..."



Upon reaching 75, old Tom finally decided to retire. After having him underfoot for a few months, his wife became very agitated with him. She suggested he go and do something to occupy his time, like join a club or get a hobby. Old Tom obliged and went out for a couple of hours.

When he got home his wife asked about his day and he replied, 'Oh, I just went down to the park and hung out with the guys..... and oh yeah, I joined a parachute club.'

'What? Are you nuts? You're 75 years old and you're going to start jumping out of airplanes?'

'Yeah, look I even got a membership card.'

'You dirty old man, you need glasses! This is membership for a Prostitute Club, not a Parachute Club!'

Oh no,! Now what am I going to do?? I signed up for 5 jumps a week!!'



I dialed a number and got the following recording:

"I am not available right now, but
Thank you for caring enough to call.
I am making some changes in my life.
Please leave a message after the Beep.
If I do not return your call,
You are one of the changes."



Two elderly gentlemen from a retirement center were sitting on a bench under a tree when one turns to the other and says: 'Slim, I'm 83 years old now and I'm just full of aches and pains. I know you're about my age. How do you feel?' Slim says, 'I feel just like a newborn baby.' 'Really!?! Like a newborn baby!?' 'Yep. No hair, no teeth, and I think I just wet my pants.'



I used to work in technical support for a 24/7 call center. One day I got a call from an individual who asked what hours the call center was open. I told him, "The number you dialed is open 24 hours a day, 7 days a week." He responded, "Is that Eastern or Pacific time?" Wanting to end the call quickly, I said, "Uh, Pacific"



If my body were a car, this is the time I would be thinking about trading it in for a newer model.

I've got bumps and dents and scratches in my finish and my paint job is getting a little dull, but that's not the worst of it. My headlights are out of focus and it's especially hard to see things up close. My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather.

My whitewalls are stained with varicose veins. It takes me hours to reach my maximum speed. My fuel rate burns inefficiently.

But here's the worst of it -- almost every time I sneeze, cough or sputter.....either my radiator leaks or my exhaust backfires.



Ship's Store by mail

Prices include shipping in continental US

Genuine Simulated US Navy Ball Cap



#BSB Blue Solid Back
#BMB Blue Mesh Back
\$15⁰⁰/ea includes shipping

#BNK Kakhi Solid Back
#BNB Blue Solid Back
\$17⁰⁰/ea includes shipping



Embossed Zippo USS RICH

\$18⁹⁵ includes shipping



USS Rich Ball Pen \$2⁵⁰ includes shipping

USS Rich Reunion Coffee Mug



2008	Reunion Mug	\$ 9 ⁰⁰
2007	Reunion Mug	\$ 6 ⁰⁰
2006	Reunion Mug	\$ 6 ⁰⁰
2005	Reunion Mug	\$ 6 ⁰⁰
2004	Reunion Mug	\$ 6 ⁰⁰
2003	Reunion Mug	\$ 6 ⁰⁰
2002	Reunion Mug	\$ 6 ⁰⁰
6 pc Collection 2002-07		\$26 ⁰⁰

Includes shipping

USS Rich Ladies Tote Bag

\$19⁹⁵ incl shipping



Rich Lapel Pin



\$7⁹⁵ incl shipping



Can Coozie \$2⁵⁰
includes shipping



Official USS Rich Auto Tag \$9⁰⁰
includes shipping



Embroidered Shirt

<u>S-M-L-XL</u>	<u>2-3 XL</u>
\$29⁹⁵	\$31⁹⁵
includes shipping	

Forest Green
Burgundy
Navy

(White Not Available)



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	Shirts	Green	Burg	Navy
2007 Mug		2008 Mug		Zippo		DD Patch		Sm			
2006 Mug				CarTag DD		DDE Patch		Med			
2005 Mug		BSB Cap		CarTag DDE		DesRon		Lge			
2004 Mug		BMB Cap		Lapel Pin		Tonkin		Xlge			
2003 Mug		BNK Cap		Ball Pen		Ladies Tote		2XLge			
2002 Mug		BNB Cap		Cup Coozie		Placemat		3XLge			

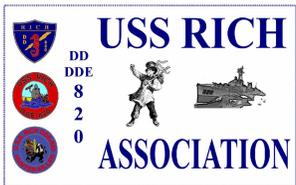
Check or money order only!
Sorry... no COD's
PLEASE! NO TELEPHONE CALLS!
Allow 3 weeks for delivery

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

TOTAL AMOUNT

USS RICH · DD-820 · DDE-820





8926 Phyllis Ave—Sarasota FL 34231



Today's Navy?

ahajokes.com