

The 820 Newsletter



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RICH Rocks Norfolk... Again!

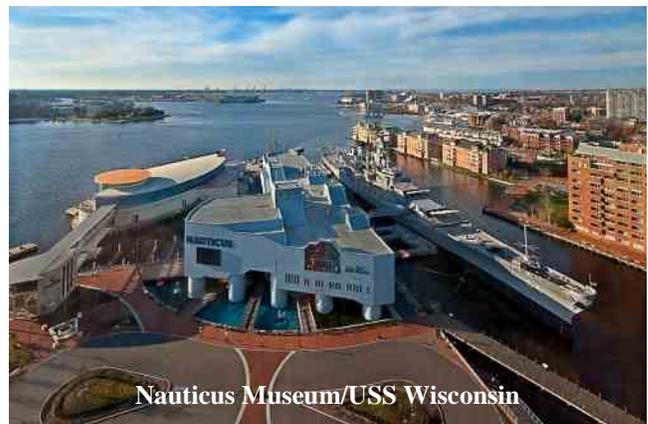
Returning to the Norfolk area for the third time, the members of the USS RICH Association clearly affirmed their appreciation for what the area has to offer. The area also remains among the top attended RICH reunions.

Our host hotel, Lake Wright Quality Suites, provided one of the best venues the Association has experienced in its twenty-two year history. The friendly, smiling staff did everything possible to accommodate our needs and to make our stay memorable.

Lake Wright's Michelle Dawe, Jon Humphreys and Ann Tauro lead the team which included Hospitality Technicians, Jason and Scott, and many others who made sure every hotel event happened as planned. Our shipmates and guests found the



Military Aviation Museum



Nauticus Museum/USNS Wisconsin

Hospitality Suite well stocked with beverages and snacks thanks to the continual efforts of Ronnie Gannon, a local and personal friend of Hosts Gary and Christine Medlin.

Once again our outside optional events were well attended and received superior reviews from attendees. Primarily because of the area's dominant military presence, the Nauticus Museum and companion USS Wisconsin, as well as the Military Aviation Museum, were selected for those who had not previously visited these attractions.

Let's face it... vintage military aircraft and the sheer presence of a battleship command a former military person's attention. They were not disappointed.

Scenes from the 2015 Reunion



Forrest Williams, Del Orhouse and Steve Henry share *true* sea stories.



Mark and Joann Fledderman with Elaine and Carl Himes.



Linda and Buck Kilmer with Sam and Pam Compher



Paul Mayne, Charlie Wentway and Ed Driscoll



Bess and Plunker Ed Roggenbuck aannnd their daughters and granddaughter



Welcoming the First Time Attendees

2015 Reunion: Field Trips



Arriving at the Nauticus Museum/USS Wisconsin



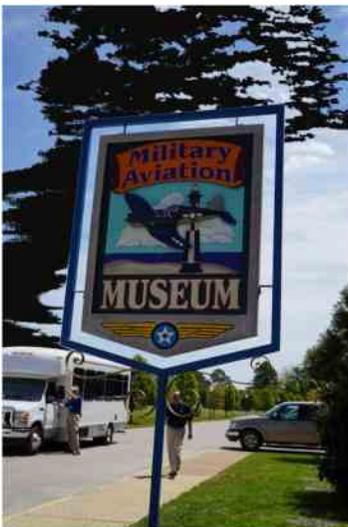
Barry & Carolyn Smith with Bonnie & Don Hogg on the Bridge of the Wisconsin



John Szabo with the "big guns"



Apparently, there have been problems in the past...



USS RICH - DD/DDE-820



2015 Reunion: The Crew and Guests



Shipmates from the 40's



Shipmates from the 50's



Shipmates from the 60's



Shipmates from the 70's



USS RICH - DD/DDE-820





Our 2015 Hosts
Gary & Christine Medlin



Our 2016 Nashville Hosts
Gary & Cathy Wilson

Our 2017 Irwin PA Hosts
Paul & Karen Angelicchio

Exploring 2018 Little Rock AR
Johnny & Kay Skillen



Exploring 2019
Del & Mary Orthouse



Exploring 2020
Forrest & Lucille Williams

USS RICH - DD/DDE-820



Reunion Venue Changed

We're Heading Back To Nashville!

To our disappointment and perseverance not withstanding, and after checking out nearly 40 hotels in the metro Baltimore area, it became apparent that we were **not** going to be accommodated for the 2016 Reunion.

Many obstacles were thrown up, principally dealing with "bringing your own alcohol", to parking fees, to extreme local taxes, to higher room rates. With 22 years of experience, we pretty much knew what we needed and could afford.

Leaving Maryland focus turned to Memphis, Tennessee where a beautiful hotel was located and would meet all our requirements except... they required more than \$10,000 cash down payment for which we lacked membership approval.

Next, on to Chattanooga where two suitable hotels were found but... one was 3 months into an extensive remodel (think Virginia Beach) and the other did not have a working elevator with no plans to repair the existing elevator.

Fortunately, we had a backup... good ole Nashville and the hotel we used in 1997. Once again they were agreeable and amenable to our needs and requirements and Voila! We've got the place for 2016. (Usually the third time is a charm but the first two visits were charms as well) so...

April 25-29, 2016
Nashville, Tennessee!

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.

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Shipmate Search Continues

In a continuing example of compassion and generosity, at the association membership, voted approval to provide additional funding to the Shipmate Search Program.

The program, which began in 2011, utilizes the resources of the Tin Can Sailors Association in locating former crewmembers of U.S. Navy destroyers.

Using official de-classified records and logs, as well as other public records and online resources, the TCS researcher has located well over ten-thousand sailors, many of whom became reunited with their crew. The agreement is to locate the shipmates alive or not. Sadly, of the 342 USS RICH shipmates found, 33% had passed.



In an effort to improve the "score" of living versus deceased, the search focus with this group will be on shipmates from the mid to late 70's which should produce a younger group of men who would most likely be in their mid to late 50's. Hopefully, this group will have a lower percentage of deceased as well as men who will help perpetuate the USS RICH Association for many years to come.

It is evident the shipmates of the USS RICH have willingly accepted their moral responsibility to seek out the very shipmates who "had their back" while on active duty in the United States Navy.



One Hundred Years Dry

From the U. S. Naval Institute Staff

As a flotilla of naval vessels from around the world participates in the Rim of the Pacific Exercise (RIMPAC) to sustain relationships in the maritime community, a century ago this week international navies converged for a remarkably different occasion—to drink the last of the U.S. Navy’s supply of alcohol. On July 1, 1914 the ships of the U.S. Navy officially became dry under General Order No. 99. “The use or introduction for drinking purposes of alcoholic liquors on board any naval vessel, or within any navy yard or station, is strictly prohibited, and commanding officers will be held directly responsible for the enforcement of this order,” reads the hundred year-old order. Secretary of the Navy Josephus Daniels issued the order. A teetotaler, former newspaper publisher, and supporter of the temperance movement, the North Carolinian had already become unpopular with many of those in the sea services. When the order was first announced in on April 16, 1914, it was met with derision and mockery in the press, which regarded the policy as an attempt to make the Navy softer.

Inheriting Britain’s Royal Navy tradition of providing sailors with a daily ration of rum in the 18th century, the U.S. Navy established in 1794 that sailors were to receive “one half-pint of distilled spirits” a day. In 1806, the Navy encouraged the sailors to accept whiskey as a substitute for the more expensive rum. Sailors who did not wish to imbibe or were under age were paid an extra three to six cents a day. The ration was reduced to one gill (four ounces) in 1842 and totally eliminated 1862 during the Civil War—though the Confederate Navy continued to provide crews with rum rations, believing that the tradition would help recruit much-needed experienced sailors from other nations.

U.S. Navy sailors were allowed to keep their own stock of beers and un-distilled spirits at the discretion of their commander until 1899, when even the sale of alcohol was banned to “enlisted men, either on board ship, or within the limits of navy yards, naval stations, or marine barracks, except in the medical department.” By the time General Order No. 99 was announced, the only alcohol left in U.S. Navy ships was reserved for the wardroom and the captain’s wine messes. As the deadline approached, many of the ships of the Atlantic Fleet were in Mexican ports, part of the occupation of Veracruz.

The order had not been well received by the force. Mere mention of Daniels’ name elicited jeers and curses. Inspired by the editorial cartoons that had ridiculed the initial announcement, sailors had renamed a captured Mexican ship USS Piffle until it was spotted by an admiral, who smiled but demanded that it be repainted immediately. Commanders rushed to comply

with the order by selling as much alcohol as they could but found that their stores still contained a sizable supply of booze in the days prior to the “bone-dry” date. It was decided that ships would host one last banquet to say farewell and consume the remainder of alcohol.

Some ships were content with piling tables with food and booze, others got more creative and created themes such as “Wild West” saloons or held funerals where mourners could watch John Barlycorn’s burial at sea. A few ships decided it was easier just to pour all the alcohol on board into one large bowl to make a very strong punch. With ships from several other nations in the region to observe the situation in Veracruz, the U.S. Navy invited foreign contingents to join in the festivities. Soon parties from the British, French, German, Spanish and Dutch navies began to travel by small launches from ship to ship to help eliminate the soon-to-be contraband. The occasion would also be one of the last peaceful interactions between the navies for many years. A world war would erupt by the end of the month; less than a year after participating in the event, the German cruiser Dresden was hunted down and knocked out of action by the Royal Navy.

Drinking Slang from the Navy

Groggy – Grog is a concoction of rum, water and citrus juice that was originally drunk by British sailors and adopted by the U.S. Navy as a way to make stagnant water more palatable and to fight scurvy. Someone who is dazed or sleepy might feel as if they have had too much grog, making them “groggy.”

Three sheets to the wind – Sheets on a ship are the ropes that control the sails. If a sheet becomes loose and starts flapping in the wind, the ship will lurch and rock. Someone who is cannot walk a straight line because they are staggering drunk is said to be “three sheets to the wind.”

Splice the main brace – The main brace was the largest of the rigging on the ship and essential to controlling the vessel. A damaged main brace was difficult to repair, particularly in the midst of battle, so it became customary for the crew members who successfully spliced it to be rewarded with an extra ration of rum. The phrase came to mean a celebratory drink.

Binge – To binge while on a ship meant to soak and rinse an empty cask in water. Sailors who needed more alcohol than their allotted ration would drink the binge water from rum casks in hopes that it would contain at least a few drops of booze. Binging also caused the wood to absorb water, much like a person binge drinking in the modern sense absorbs alcohol.

Down the hatch – When sailors threw their heads back and poured alcohol down their throats, they equated it to manner in which cargo was loaded on ships by lowering it through the hatches on the deck.

USS RICH - DD/DDE-820



The Best Sermons

Contributed by Jake Whitmore, RD3 (64-65)

Today, I interviewed my grandmother for part of a research paper I'm working on for my Psychology class. When I asked her to define success in her own words, she said, "Success is when you look back at your life and the memories make you smile."

Today, I asked my mentor - a very successful business man in his 70s- what his top 3 tips are for success. He smiled and said, "Read something no one else is reading, think something no one else is thinking, and do something no one else is doing."

Today, after a 72 hour shift at the fire station, a woman ran up to me at the grocery store and gave me a hug. When I tensed up, she realized I didn't recognize her. She let go with tears of joy in her eyes and the most sincere smile and said, "On 9-11-2001, you carried me out of the World Trade Center."

Today, after I watched my dog get run over by a car, I sat on the side of the road holding him and crying. And just before he died, he licked the tears off my face.

Today at 7AM, I woke up feeling ill, but decided I needed the money, so I went into work. At 3PM I got laid off. On my drive home I got a flat tire. When I went into the trunk for the spare, it was flat too. A man in a BMW pulled over, gave me a ride, we chatted, and then he offered me a job. I start tomorrow.

Today, as my father, three brothers, and two sisters stood around my mother's hospital bed, my mother uttered her last coherent words before she died. She simply said, "I feel so loved right now. We should have gotten together like this more often."

Today, I kissed my dad on the forehead as he passed away in a small hospital bed. About 5 seconds after he passed, I realized it was the first time I had given him a kiss since I was a little boy.

Today, in the cutest voice, my 8-year-old daughter asked me to start recycling. I chuckled and asked, "Why?" She replied, "So you can help me save the planet." I chuckled again and asked, "And why do you want to save the planet?" Because that's where I keep all my stuff," she said.

Today, when I witnessed a 27-year-old breast cancer patient laughing hysterically at her 2-year-old daughter's antics, I suddenly realized that I need to stop complaining about my life and start celebrating it again.

Today, a boy in a wheelchair saw me desperately struggling on crutches with my broken leg and offered to carry my backpack and books for me. He helped me all the way across campus to my class and as he was leaving he said, "I hope you feel better soon."

Today, I was feeling down because the results of a biopsy came back malignant. When I got home, I opened an e-mail that said, "Thinking of you today. If you need me, I'm a phone call away." It was from a high school friend I hadn't seen in 10 years.

Today, I was traveling in Kenya and I met a refugee from Zimbabwe. He said he hadn't eaten anything in over 3 days and looked extremely skinny and unhealthy. Then my friend offered him the rest of the sandwich he was eating. The first thing the man said was, "We can share it."

The best sermons are lived, not preached.



Why They Call Them “Snipes”

By Patrick Lawrence Hogue

In Medieval days up till the early 1800's there were no engines and no Snipes. Along about 1812 the Navy obtained their first paddle wheel steamer named the USS Fulton. To run the boiler and engine, men of steam were also acquired. They were not sailors but engineers from early land based steam engines.

From the beginning the sailors did not like or appreciate these landmen and their foul smoky plants. They were treated with contempt and pretty much given the short end of the stick.

In spite of all this the steam engine prevailed. There were still two crews however. The Engineers and the Deck crew. Soon an Engineer Officer was appointed to each ship. He was the Engineer master and all the Engineers reported to him. The Deck sailors reported to the ships master. Curiously, the two masters were on equal footing and neither was over the other. The Deck Master though was in the best position. He controlled the quarters and rations. The Engineers were still at the mercy of the deck gang. By the height of the civil war, as steam was taking over and sails were disappearing the old Admirals that controlled the Navy were in a quandary what to do about the situation.

They accomplished a couple of things. First, they managed to make the senior Master a Captain. As Captain he was in overall command of the ship and the Engineering officer reported to him. Beings as how there were occasions that the Engineer master outranked the ships master something had to be done to keep the Engineer from becoming "Captain". To solve this problem they developed two separate Officer branches. Staff and Line. Only Line Officers could succeed to

command. Staff Officers would always be subservient to Line Officers at sea. Staff Officers consisted of Surgeons, Supply and yes, Engineering officers. To this day that is still true. The second change was to make all engineers Navy men, however they were also made junior to all deck sailors. A petty officer machinist was junior to a deck seaman third. All this went to make the life of the engineers even more miserable. They could now be flogged and harassed at will by the Deck crew.

Along about this time came an Engineer Officer by the name of John Snipes. I cannot find the name of the ship he first appeared on, but he was a different cut from the others. He demanded sleeping accommodations, and food equal to the Deck gang. He also declared that there would be no more harassment for his gang. When the ships Captain laughed at him Snipes simply had his men put out the fires in the boiler. To make a long story short, Snipes brought about the changes in the system. In time these changes extended to the entire Naval fleet. The Engineers became strictly "hands off" for the Deck gang. They became known as Snipe's men and over the years as just Snipes.

My son Andrew is currently on the USS Enterprise CVN-65's 22nd and Final Deployment. He is a "Snipe"



Shipmate Passes

Barner, Donne G. GMG3 Tour 1960-63

Donne G. "Don" Barner, 76, of Irwin, (Herminie No. 2), died peacefully at his home, Saturday, Jan. 24, 2015, surrounded by his family.



He was born June 23, 1938, in Greensburg, son of the late Harrold G. and Ruth (Dickson) Barner. Don was a veteran, having served in the Navy.

Prior to his retirement, he had worked for Ryco Inc. in McKeesport as welder/shop supervisor.

He was a member of Herminie No. 2 United Methodist Church, the Herminie VFW, Post 8427, West Hempfield Legion Post 53, Wendel Herminie No. 2 Athletic Association and the Italian Miners Association in Hahntown.

Don enjoyed hunting and golfing. He loved spending time at the Fox Den Acres Campground with his family. In addition to his parents, he was preceded in death by his brother, Gary Barner.

Don is survived by his loving wife of 51 years, Carole A. (Reichen) Barner; a daughter, Corey (John) Merva, of New Stanton; two sons, Sean (Amy) Barner, of Herminie, and Bryan (Janis) Barner, of Blairsville; and 11 special grandchildren, Caleb, Ashely, Haley, Ethan, Colby, Cara, Collin, Estella, Sadye, Marlee and Blaine.

The family would like to thank Medi Home Hospice for all their love and care. Don will be sadly missed by his family, friends and neighbors.

Friends were received from 2 to 4 and 6 to 8 p.m. Tuesday, January 27th at the JOSEPH W. NICKELS FUNERAL HOME, Herminie, PA. A funeral service was held at 11 a.m. Wednesday in the funeral home with Pastor Bruce A. Anthony officiating. Interment with full military honors followed in Brush Creek Cemetery, Irwin.

Personnel Changes

Feb-Mar-Apr 2015

Jones, Richard A AT1 66-68 Passed 24Aug12
Wilson, Henry L SO2 50-53 Passed 25Dec14

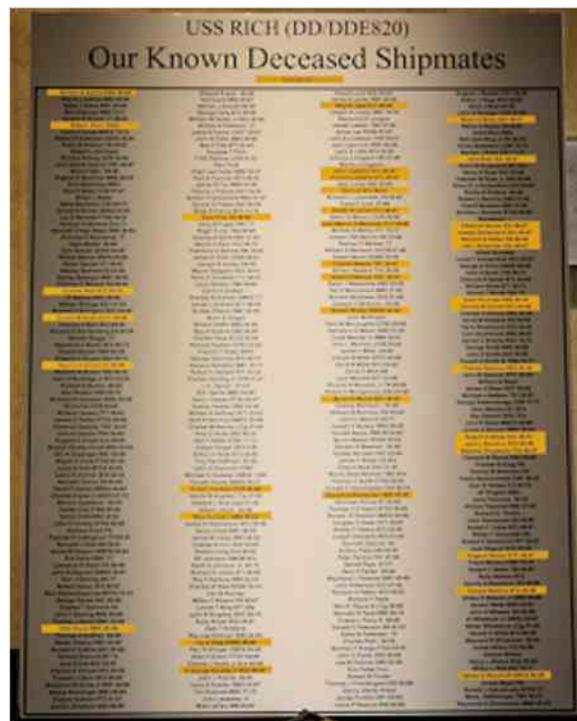
Memorial Service Changes

Regular shipmate and guest attendees of the USS RICH Association reunions noticed a change in the Memorial Service conducted each year to honor shipmates who have passed with special notice given to those who have passed during the previous twelve months.

In 2004, the association updated the service by utilizing a visual slide presentation (MS PowerPoint) displaying the name, rate and tour of duty dates aboard of each deceased shipmate. As the association grew, so did the number of deceased which also increased exponentially with the advent of the Shipmate Search Program in 2011. As of 01 May 15, there are 364 *known* deceased shipmates.

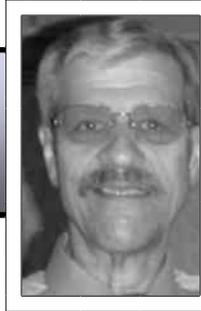
Using a display time of 9 seconds per slide plus the additional time used for the traditional Memorial Service resulted in a program of **well over an hour**. This time would only increase as more deceased shipmates were located.

In order to insure that all shipmates would be honored each year the service has been updated to include a printed display of all known deceased shipmates and the slide presentation will be limited to association members who have passed. This plan will provide appropriate recognition to each shipmate for years to come.



Dunnigan's Corner

"Where the old sailors come for a good laugh"



Shortcomings

Two antennas met on a roof, fell in love and got married. The ceremony wasn't much, but the reception was excellent.

A jumper cable walks into a bar. The bartender says, "I'll serve you, but don't start anything."

Two peanuts walk into a bar, and one was a salted.

A dyslexic man walks into a bar.

A man walks into a bar with a slab of asphalt under his arm and says: "A beer please, and one for the road."

Two cannibals are eating a clown. One says to the other: "Does this taste funny to you?"

"Doc, I can't stop singing 'The Green, Green Grass of Home.'" "That sounds like Tom Jones Syndrome." "Is it common?" Well, "It's Not Unusual."

Two cows are standing next to each other in a field. Daisy says to Dolly, "I was artificially inseminated this morning." "I don't believe you," says Dolly. "It's true, no bull!" exclaims Daisy.

An invisible man marries an invisible woman. The kids were nothing to look at either.

Deja Moo: The feeling that you've heard this bull before.

I went to buy some camouflage trousers the other day but I couldn't find any.

A man woke up in a hospital after a serious accident. He shouted, Doctor, doctor, I can't feel my legs!" The doctor replied, "I know you can't I've cut off your arms!"

I went to a seafood disco last week and pulled a mussel.

What do you call a fish with no eyes? A fish.

Two fish swim into a concrete wall. The one turns to the other and says Dam!"

An airline pilot walks into a bar and takes a seat next to a very attractive woman. He gives her a quick glance then casually looks at his watch for a moment.

The woman notices this and asks, "Is your date running late?"

"No," he replies, "I just got this state-of-the-art watch and I was just testing it."

The intrigued woman says, "A state-of-the-art watch? What's so special about it?"

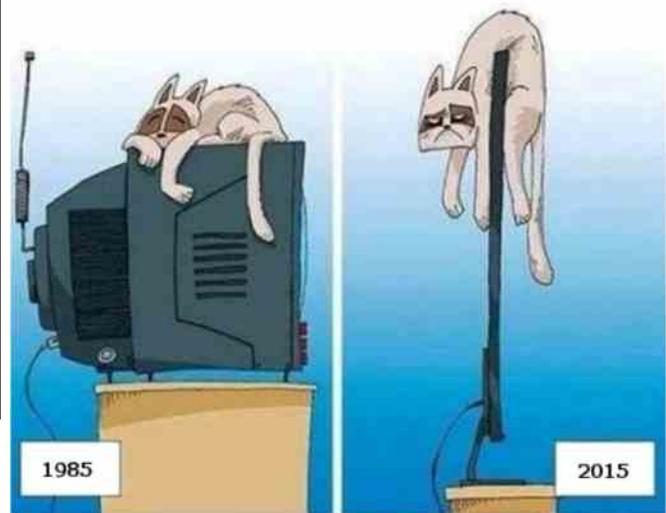
The pilot says, "It uses alpha waves to talk to me telepathically."

The lady says, "What's it telling you now?"

Well, it says you're not wearing any panties."

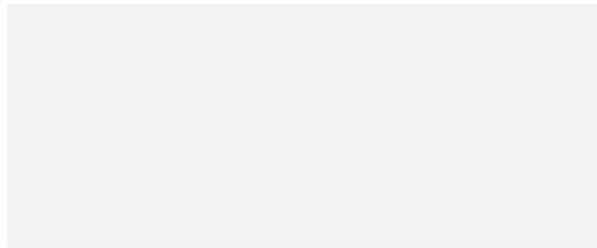
The woman giggles and replies, "Well it must be broken because I am wearing panties!"

The airline pilot smirks, taps his watch and says "Damn thing's an hour fast."





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Sometimes it's good to look up.