

The 820 Newsletter



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Volume 22, Number 3

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Veterans ID Card Act 2015 Passes

Visualized as a necessary assist to Veterans of all branches of the military as a convenient method of proving their status, a bill authorizing an ID card passed the U.S. House and Senate and has been sent to the President for signature.

Dry as legislation can be, the amendment to Title 38 of the U.S. Code appears below.

Sec. 5706. Veterans identification card

In general

The Secretary of Veterans Affairs shall issue an identification card described in subsection

(b) to each veteran who—

- (1) requests such card;
- (2) presents a copy of Department of Defense form DD-214 or other official document from the official military personnel file of the veteran that describes the service of the veteran; and
- (3) pays the fee under subsection (c)(1).

(b) Identification card

An identification card described in this subsection is a card issued to a veteran that—

- (1) displays a photograph of the veteran;
- (2) displays the name of the veteran;
- (3) explains that such card is not proof of any benefits to which the veteran is entitled to;
- (4) contains an identification number that is not a social security number; and
- (5) serves as proof that such veteran—

(A) served in the Armed Forces; and

(B) has a Department of Defense form DD-214 or other official document in the official military personnel file of the veteran that describes the service of the veteran.

(c) Costs of card

(1) The Secretary shall charge a fee to each veteran who receives an identification card issued under this section, including a replacement identification card.

(2) (A) The fee charged under paragraph (1) shall equal such amount as the Secretary determines is necessary to issue an identification card under this section.

(B) In determining the amount of the fee under subparagraph (A), the Secretary shall ensure that the total amount of fees un-

der paragraph (1) equals an amount necessary to carry out this section, including costs related to any additional equipment or personnel required to carry out this section.

(C) The Secretary shall review and reassess the determination under subparagraph (A) during each five-year period in which the Secretary issues an identification card under this section.

(3) Amounts collected under this subsection shall be deposited in an account of the Department available to carry out this section. Amounts so deposited shall be—

(A) merged with amounts in such account;

(B) available in such amounts as may be provided in appropriation Acts; and

(C) subject to the same conditions and limitations as amounts otherwise in such account.

(d) Effect of card on benefits

(1) An identification card issued under this section shall not serve as proof of any benefits that the veteran may be entitled to under this title.

(2) A veteran who is issued an identification card under this section shall not be entitled to any benefits under this title by reason of possessing such card.

(e) Administrative measures

(1) The Secretary shall ensure that any information collected or used with respect to an identification card issued under this section is appropriately secured.

(2) The Secretary may determine any appropriate procedures with respect to issuing a replacement identification card.

(3) In carrying out this section, the Secretary shall coordinate with the National Personnel Records Center.

(4) The Secretary may conduct such outreach to advertise the identification card under this section as the Secretary considers appropriate.

(f) Construction

This section shall not be construed to affect identification cards otherwise provided by the Secretary to veterans enrolled in the health care system established under section 1705(a) of this title.

The Search Continues



The search continues with success! The not-so-good news is we continue to experience a 30% deceased rate. The good news is that our found shipmates are once again joining our ranks. At the reunion alone, the 2015 Annual Reunion found us with 13 first-timers and spouses.

Our focus now is early to mid-70's shipmates with the expectation we will realize a reduction in the number of deceased shipmates.

Service Officer's Notes

from Chuck Weber, Association VSO

For those of you who are not inclined to visit the [USS RICH website](#), frequently there is a wealth of information available to veterans.

Like many others subjects in this technologically sophisticated and intensely information-hungry society, information changes frequently... perhaps more often than we change our skivvies. This requires constant review to determine what subjects affect us individually and where we may find *accurate* and up-to-date information. The Internet, as was television in the 1950's, is considered to be a reliable resource. It can be, but not always.

The veteran information on our website can be considered a very reliable source which is provided via a *Certified Veteran Service Officer*.

[Veteran Benefits Sources - 2015](#)

[Vietnam Vet Radio](#)

[Progress Made For Blue Water Navy Vets](#)

[House Passes Bills](#)

[Eyeglasses For Retirees](#)

[VA Filing and Appeals System Changes](#)

[VA Changes Health Care Eligibility](#)

[Changes In Filing VA Claims](#)

[Senate Agent Orange/Blue Water Navy Bill Introduced](#)

[VA Benefits Spending By State](#)

[Full Month's Retired Pay Bill Introduced](#)

[Commission Calls For Abolishing TriCare](#)

[Assault Forks](#)

[Legislative Goals](#)

[Awards Replacement](#)

[Flag Desecration Bill](#)

[Concurrent Receipt Bills Introduced](#)

[FRA Survey on Military, Veterans Benefits](#)

[Make "Doc Fix" Permanent](#)

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.

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

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Kennedy Restoration Moves Toward Completion

Via email: Rich Angelini, Asst Curator, USS J.P. Kennedy Jr DD850

The USS Barry (DD933) strip trip in Washington DC from 13-16 July is over. It was 90 degrees, humid, heavy traffic everywhere, limited lighting on the ship, and the equipment needed weighed hundreds of pounds each. It wasn't easy.

Bob Young, Tom Lowney, Ted Hayes, Mike Angelini, and Rich Angelini worked with little sleep and tough conditions to obtain something that has been missing from USS Joseph P. Kennedy Jr (DD850) since 1973...a SPS-29 Air Search Radar Equipment st (some 15 units).

Bravo Zulu and a huge thank you to these gentlemen who gave up vacation time and money to help DD850 obtain the last major system for her restoration. Even with the grueling conditions and back breaking efforts to remove these large Radar units, good humor, laughs, and friendship was apparent.

It was somewhat sad and disappointing that the beautiful USS Barry (DD933), the last ASW configured Forrest Sherman class Destroyer will be disposed of. We recognized the love from the crew, military, and volunteers who had created such nice exhibits and displays. It was with respect and appreciation that we removed material from BARRY and honor those who served on her.

The JPK volunteers want to take a moment to recognize the USS Orleck (DD886) volunteers who were with us on the USS Barry. We like to think that we are taking our sister ship under our wing as they ramp up their restoration effort. Larry, Dennis, Mark, Iryll, Jim, and Bill did a wonderful job under the same grueling conditions to obtain items we helped identify that ORLECK needs. We will take the liberty



to mention that these gentlemen acquired a refueling at sea female receptacle, 2 SRC-20 radio units, 2 SRC-21 units, 1 WRT-2 transmitter, 1 URC-32 transmitter, a UGC-6 teletype, mess decks milk machine, 2 galley kettles, a rare folding operating table for ORLECKs Barber shop, and much more. BZ to our sister ship and volunteers of the USS ORLECK (DD886.)

We presented the USS Orleck (DD886) crewmembers with a Naval Unit Commendation pennant that we found aboard BARRY. The ORLECK is the premier Vietnam era combat ship with 14 engagements during that War and having earned a Navy Unit Commendation on her Battle Ribbons. It was with great honor that we provided this to our heroic sister ship.

The USS Joseph P. Kennedy Jr (DD850) came a step closer to fulfilling her mission as an accurate representation of a Vietnam era Gearing class destroyer with our recent acquisitions. Not only are most of our major system now complete and intact, we have now entered a stage in parts acquisition that requires only small detail items. We have come a long way.

Thank you to everyone who supports this ship. We couldn't do it without the extended JPK family.



Highlights of the 2015 Membership Meeting

- The Minutes of 2014 Annual Business Meeting were read and approved.
- Treasurer's Report was read, explained and approved.
- Veterans Benefits: Chuck Weber explained his role as a Veterans Service Officer which helps veterans navigate the VA's bureaucracy, and their services are free. He announced he would hold a meeting for all shipmates who served on RICH during Viet Nam deployments. These shipmates might have been exposed to Agent Orange.
- Search of Shipmates: Marshall DuBois reported that the search for new shipmates conducted previous year had been successful, finding 90 new shipmates. He requested an additional \$1,500 to continue our shipmate search which was approved. Mr. DuBois shared that after many years of loyal service to the Association, his computer printer has expired. and requested the Association appropriate \$250 for a replacement which was approved.
- 2015 Reunion: President Skillen congratulated the host of the 2015 reunion, Gary Medlin, for an outstanding reunion.
- 2016 Reunion: Mr. Wilson shared with the membership the reunion slated to be held at Baltimore, Maryland proposed fell through largely due to Maryland liquor laws and other logistic difficulties. Alternative sites, including Memphis, Chattanooga, and Nashville. Various issues including advanced fees and facility issues narrowed the choice to Nashville. Wilson and his wife Cathy will host the reunion on 25 to 29 April, 2016.
- Election of Officers – Conducted by President Johnny Skillen: There were no other nominations from the floor for these positions. Elected by acclamation were: Vice President, John Szabo; Director, Don Hogg and Director, James Carroll
- All First Timers and wives came forward for recognition.
- Auction Results: Auction results: \$3,462. Thanks to Barry Smith for conducting the auction.
- 2017 will be the Pittsburgh, PA area, hosted by Paul and Karen Angelicchio.
- Reunion Cruise – Larry Dixon reviewed his research and the possibility of a reunion cruise. A 4 day 5 night Bahamas ranged \$750 to \$1,475. The ship would not accommodate a dedicated hospitality room nor an auction. The group was very cool to the idea of a cruise.
- Wilson and DuBois sought future reunion sites and solicited hosts for 2018 and beyond:
 - 2018 – President Skillen and wife Kay volunteered to host 2018 in Little Rock, AR.
 - 2019 – Delton Orthouse and wife Mary volunteered to host 2019 in Spokane, WA.
 - 2020 – Forrest Williams's wife Lucille volunteered him to host 2020 in Kansas City, MO.
- USS Rich Wearing Apparel: The Board identified a Richard Military Store, Port Jervis, NY (<http://www.militarygifts.com/>) where these items may be purchased. The Board does not endorse the vendor, but only offers it as a possible source for military wearing apparel.



Crew To Start Unprecedented 3-Carrier Swap

There are plenty of plank owners, shellbacks, and old salts who have been part of a historic world cruise or war deployment. But only 1,407 sailors will have the bragging rights for serving aboard three flattops in one year.

Dubbed the "Three Presidents Crew," the team will start on the Ronald Reagan, transfer to the George Washington, and end up on the Theodore Roosevelt.

In all, roughly 9,000 sailors will be part of the unprecedented three-carrier swap. When the dust settles, each flattop will have a new home port on a different coast or in a different country. Through some creative crew swaps, more than half of the sailors will end up back at their original homeport — saving families from relocating and the Navy money.

The carrier Theodore Roosevelt, now operating in 5th Fleet, will return to a new home port in California. (Photo: MC3 Anthony Hilkowski/Navy)

The historic carrier swap kicked off in March when the carrier Theodore Roosevelt bid Virginia farewell after 28 years. The "Big Stick" is operating in 5th Fleet and afterward will head east through 7th Fleet on its way to California. It will reach its new home — Naval Base Coronado, California — after an eight-month world cruise. Then roughly half the TR crew will head to Norfolk to man the George Washington, once it begins its mid-life refueling there.

The GW, now in the Timor Sea for Talisman Sabre 2015, left Japan on its last patrol in May as the Navy's forward-deployed aircraft carrier, a position it's held seven years. That 23-year-old carrier is headed back to Virginia for its mid-life overhaul. On its way this summer, it will swap crews with the Ronald Reagan in San Diego.

After seven years forward deployed in Japan, the carrier George Washington is heading to Virginia for a mid-life overhaul. Here, Republic of Korea sailors wave South Korean and American flags as the GW arrives in Busan for a July 2014 port visit. (Photo: MC1 Frank Andrews/Navy)

By the latest count, 1,666 GW crewmembers are scheduled to cross deck to the Reagan, which will take GW's place as the forward-deployed flattop.

And then there's the "Three Presidents Crew," which will serve aboard all three carriers. That crew is on the Reagan in San Diego and will transfer to the GW and sail around South America to Newport News, Virginia. Once they arrive, that crew will fly back to San Diego and become part of the TR crew.

Getting ready

While hull swaps are not uncommon, they are not always uneventful. A notable example is the crew of cruiser Antie

tam, which found Cowpens in disrepair when they took over in 2013. Furthermore, the crew's certifications were earned on a modernized cruiser; Cowpens lacked Antietam's engineering upgrades and had an older version of Aegis with which the crew was unfamiliar.

Such errors will not take place this time, said Command Master Chief Franklin "Spike" Call, the top enlisted on the Reagan. The transition plan is eight months in the making and includes input from "every department head and chief," Call said. Crews are studying ships' plans to coordinate strategies and overcome differences, and a handful of engineers are cross-decking ahead of time to help with the transition.

The carrier Ronald Reagan will become the Navy's forward-based carrier in the Pacific, homeported in Yokosuka, Japan. (Photo: Lt. j.g. Joseph Pfaff/Navy)

"They are the same class of ships, but built decades apart," Call said. Therefore, each carrier will conduct a tailored training period following the swap to enable each crew to familiarize itself with the ship's unique features. When Reagan and GW begin their 10-day turnover in August, the Three Presidents Crew will go into a training lockdown — what Call likens to a mini-workup "to make sure we have everything down we need to get down as far as engineering, navigation, firefighting systems, all that stuff."

Some reactor personnel will remain with their ships once underway; the skippers and executive officers will stay with the hulls while the command master chiefs will remain with the crews.

While the Navy's goal is to keep the majority of the personnel in the same geographic area to support geographic stability and reduce costs for permanent change of station orders, sailors were asked for their preference, said Cmdr. Jeannie Groeneveld, spokeswoman for Naval Air Forces. Some chose to change. For example, roughly 800 members of the TR's crew will remain with the ship when it arrives in San Diego. Crew slots that remain will be filled through regular assignments.

The switch is needed to keep a six-carrier presence in the Pacific, according to Pentagon officials. The GW is scheduled to be in the yard from 2017 to 2021. The TR completed its refueling complex overhaul in 2013, and Reagan is more than a decade away from its mid-life refueling.

Carrier crews are not the only ones to benefit from the historic three-hull swap. The cruiser Normandy is one of four ships that deployed with the TR, but Normandy will join the carrier on the world cruise, and then transit the Panama Canal on its return to Norfolk.

Navy Times — By Lance M. Bacon, Staff writer 07/12/15

USS RICH - DD/DDE-820



United States Navy Service numbers

United States Navy service numbers were created in 1920, one year after the close of the First World War. The creation of Navy service numbers coincided with those of the Marine Corps, as the Marines were under the authority of the [Department of the Navy](#).

Navy enlisted service numbers

Navy enlisted service numbers were slightly more complicated than the officers' version, with enlisted service numbers being created in 1920 with a range of 1,000,000 to 9,999,999. Originally, there were no Navy enlisted numbers below one million to avoid enlisted personnel having the same service numbers as officers.

Navy enlisted numbers were divided into nine distinct "series" beginning with the one hundred series which was intended for retroactive presentations to those enlisted personnel who had served in World War I and the Spanish–American War. The one hundred series began at number 1,000,001 (written as 100 00 01) and extended to 1,999,999 (199 99 99); this granted the Navy nine hundred ninety nine thousand ninety hundred and ninety nine possible numbers for retroactive presentation. The Navy began issuing such numbers alphabetically through its discharged service records with number 100 00 01 (the first enlisted number) assigned to a sailor named Clayton Aab.

At the same time, the Navy stated that the remaining service number series would be issued to enlisted personnel based on the decade in which they served. Thus, the two hundred series (200 00 01 – 299 99 99) would be held by sailors serving in the 1920s, the three hundred series in the 1930s, and so on. In this way, the Navy felt that this service number system would cover all enlisted personnel to the end of the century.

The retroactive service numbers in the 100 series were issued until the early 1930s when the Navy abandoned the project with several discharged and retired sailors still without 100 series service numbers. The two and three hundred series were being issued as planned, however by the beginning of the 1930s, it was realized that the Navy would quickly run out of service numbers especially if there was ever a major war requiring a vast number of enlistments.

123-45-6789

As a solution, the Navy changed the way it issued enlisted service numbers and now provided service numbers from all nine series. Instead of the first number indicating a decade, this number now specified a recruiting district recruiting district code. By the start of World War II, the Navy was regularly issuing enlisted service numbers from the two through nine hundred series (200 00 01 - 999 99 99) with the first number indicating a recruiting code and the last six a personal identifier. This service number system remained unchanged after World War II and continued through the Korean War and into Vietnam. The Navy also stated that no service number should ever be issued twice; however, with poor communication between recruiting offices, there were ample examples of more than one sailor holding the same service number.

By the outbreak of the Vietnam War, the Navy realized that the enlisted service number system would require an overhaul as new numbers were running out and repeat issuances were becoming more and more common. As a result, the Navy created the "B" series with new enlisted numbers ranging from 10,001 to 99,999. The numbers would be annotated in the format "B12 34 56" with all six numbers a personal identifier. The intent of the Navy was to continue with higher letters of the alphabet upon the exhaustion of all available numbers. This would effectively grant the Navy over two million new service numbers.

The B service number series was issued from 1965 to 1971. In 1969, the Navy further activated a "D series" which reset service numbers to 10,001 to 99,999 (there was never a "C series" created). In 1972, Navy service numbers were discontinued upon the Navy formally abolishing the use of military service numbers in favor of [Social Security numbers](#).

Note: This article was abridged from Wikipedia to accommodate available space. The complete article may be read [here](#):

[Service Number \(United States Navy\)](#)

USS RICH - DD/DDE-820



August 15, 1968 on the USS Rich - SAR Patrol

By John Cannon , FTG2 1968-68

Recently, I began to read a section of the deck log of the USS Rich from the 1968 Vietnam cruise. I came across an event listed that had completely slipped my mind. The USS Rich was on station for search and rescue 12 nautical miles from the coast of North Vietnam. The notation was for the 1600-1800 watch, yes it was “dogged” that day, Saturday, August 17, 1968. The notation stated “Search and Rescue Operations Underway for Downed Pilot over Vietnam.” I remembered the statements circulated around that we were looking for a downed pilot but nothing else about that incident. Later log entries for the same day indicated we went to General Quarters, then to Condition 4, and finally returned to resume the SAR patrol. I remember thinking at the time about the downed pilot and wondered if he had been found. The deck log made no mention of the pilot after the initial entry.

Now that I have the internet resources, I began to search for any information about a lost pilot or “MIA” on that day. I found that an Air Force F-4D Phantom had gone down that day in North Vietnam as a result of being struck by enemy fire while attacking a heavily defended river crossing on the Ho Chi Minh Trail. The jet was piloted by 1Lt. William E. Powell and his bombardier/navigator was 1Lt. Arthur T. Hoffson.

Government records indicate that Hoffson, as the backseater, ejected first, according to standard procedure, and was captured by the Vietnamese. Powell’s fate was unknown at first, and he was declared as Missing rather than Killed in Action. One can assume from that statement in the government records that he did not go down with the aircraft but rather ejected safely.

1Lt. Hoffson was held by the Vietnamese at various locations, including the infamous Hanoi Hilton. He was released along with 590 other Americans in Operation Homecoming March 14, 1973, nearly 5 years after his capture. He remained in the Air Force until his retirement and passed away on June 2, 2006.

1Lt. William Powell was not one of the returned prisoners. The Vietnamese, at the time of prisoner release, denied any knowledge of him or his fate. Late in 1985, the Vietnamese “discovered” the suspected remains of Powell and returned them to U. S. control. Two years later, the remains were authenticated by the U. S. authorities and returned to the Powell family. He is listed on the Vietnam Veterans Memorial Wall located in Washington, D.C.

Thus is the saga of the F4D aircraft and crew searched for during that August night so long ago and the reason why we had SAR duties. I only wish that I could have listed this event as a recovery for the crew; it would have been more of a pleasant memory. I end this saga with a poem written by 1Lt. Hoffson during his time as a Prisoner of War:

*The years went swiftly, passed us by
But you would seldom hear us cry
And though in irons we'd often lie
We never lost that dream we'll fly*

*The fuse burned on it's endless length
While from each other we gained our strength
Because we knew we'd one day roam
The cloudless skies above our home*

*Our faith is strong our hearts are free
To God we pray on bended knee
For those we love across the sea
We know will always waiting be*

*So light a candle for our lot
Some love, a prayer, but pity not
For we're strong men, all brave, all true
Who place their hopes and dreams with you*

Lt. Art Hoffson — Hanoi, 1971

USS RICH - DD/DDE-820



The Past: Were You Aboard On This Day?

USS RICH (DD-820)
Fleet Post Office
New York 09501

SUNDAY

JULIAN DATE 2338

PLAN OF THE DAY

03 December 19XX

CARRY OUT THE NORMAL UNDERWAY ROUTINE WITH THE FOLLOWING EXCEPTIONS:

TBA Set Condition III, watch section ____
0600 Messgear
0615 Breakfast for cooks, messcooks, PO1's and the oncoming watch
0630 Breakfast for the crew
0630 Station NGFS Team, Port Section
0700 Mail will close out on board
0715 Muster on station, submit muster reports to the ship's office
0716 Sunrise
0730 Station replenishment detail for re-arming from MAUNANEA
TBA Station Helo Crash crew and VERTREP details for replenishment from SAN JOSE
TBA Station replenishment detail for refueling from MANATEE
1045 Messgear
1100 Dinner for cooks, messcooks, PO1's and the oncoming watch
1130 Dinner for the crew
1200 Station NGFS Team, Starboard Section
1300 Commence sweep/clampdown of messing and berthing spaces and passageways
1400 Executive Officer's inspection of messing and berthing
1630 Check setting of material condition YOKE; and material condition ZEBRA below main deck and make reports to the bridge
1700 Messgear
1715 Supper for cooks, messcooks, PO1's and the oncoming watch
1730 Supper for the crew
1750 Prepare to darken ship
1820 Sunset, darken ship

NOTES:

1. UNREP DAY

Our activity this morning after securing from General Quarters will be devoted primarily to replenishment. Once again let me remind you that this takes the cooperation of all hands to get the job done as quickly and painlessly as possible. We are going to re-arm, refuel and take on stores this morning from three different service force ships; so lets pitch in and get it completed.

2. COMBAT ACTION RIBBON

Last night the ship was taken under fire by coastal defense batteries on the coast of North Vietnam. This will undoubtedly qualify everyone on board for the Combat Action Ribbon. YN1 STANFIELD, our friendly yeoman is presently researching the eligibility requirements and procedures for obtaining this award.


LCDR USN
Executive Officer

USS RICH - DD/DDE-820



News Of The DE 695 Crew

By Guy Rich and Frances Livesay



Once again, the USS RICH faithful gathered June 6 -9 in Bedford, VA to mark the 71st Anniversary of the Normandy Invasion, and stayed the extra two days to observe the sinking of the UUS RICH (DE 695). We had a delicious meal at the Spring House, as always.

The once solemn occasion has become a gathering of friends. We stayed at the Fairfield Inn in Lynchburg and drove to Bedford for the Memorial Service. Those present were: M.H. Green, Rose Marie Johnson, Robert “Rob” Ward, Cindy Sims, George Fryberger, Bob Hudson, Frances Livesay, Guy

Rich, Doris Joyce, Dwight Joyce and Andrinna Joyce. We sat around the Fairfield Hospitality Room and talked with MH (Green) about the who/what of the ship-sinking. MH named people, LST 57 that came to RICH’s rescue, the blood he lost (three units). When the Captain found out that MH was from Raleigh he asked MH to tell his mother that he was O.K. MH did. (Being badly wounded, MH had a one-way ticket back to the States.) With a sly grin, MH said the Captain married a British girl before returning home. Only MH would know such details that puts humanity back-in war. “When all is said and done,” says MH, “I wouldn’t take anything for the experiences I had on the RICH.”

Somewhere during training (maybe boot camp) it was stressed on MH that have and “Honorable Discharge”, when he got out of the Navy. When the Navy told him that he was getting a “Medical Discharge”, MH refused. “Little did I know,” says MH, “that a Medical Discharge was also an Honorable Discharge.” Bob Hudson (son of Roy Hudson) has written (in rhyme) a children’s book about his 30

Cats. The book is well written. Bob has started the ANIMAL HOUSE PET RESCUE, which will take wounded animals to the appropriate veterinarian, and give the animal a home until one can be found. **It’s a lonely job.**

That’s it, my friends. Another D-Day celebration for all of us – plus a little info on what some of us are doing.



Memorial Meal on June 8th each year at Spring House Restaurant: Frances Livesay, Guy Rich, Cindy Sims, Rose Marie Johnson, M H Green, George Fryberger, Chris Joyce, Robert Hudson.

USS RICH - DD/DDE-820



Personnel Changes

July 2015

Crew Reporting Aboard

Brown	John B	SA	73-73
Reeves	Ronald	HTCM	75-77

Piped Ashore - Deceased

Lingo	Michael M	FA	73-73	Passed 15 Sep 97
Lingo	Patrick M	FA	73-73	Passed 00 Mar 94
Stepp	Oliver W	MMFA	73-73	Passed 02 Feb 14
Jannett	Robert W	BTFA	73-73	Passed 28 May 14
Morton	Jerry D	MM3	73-73	Passed 21 Jan 10

June 2015

Crew Reporting Aboard

Chlebda	C Christopher	BMSN	73-73
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Piped Ashore - Deceased

England	James	HT2	73-73	Passed 00 Unk 73
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May 2015

Crew Reporting Aboard

Piped Ashore - Deceased

Coscione	Joseph D	BT2	50s	Passed 15 Aug 97
Jinks	Fred J	RD3	50-52	Passed 04 Apr 14



Dunnigan's Corner

“Where the old sailors come for a good laugh”



I was thinking about how a status symbol of today is those cell phones that everyone has clipped on their belt or purse. I can't afford one. So I'm wearing my garage door opener.



A golfer stood over his tee shot on the 450 yard 18th hole for what seemed an eternity.

He waggled, looked up, looked down, waggled again, but didn't start his back swing.

Finally his exasperated partner asked, 'What the hell is taking so long?'

'My wife is watching me from the clubhouse balcony,' he explained. 'I want to make a perfect shot.'

His companion rolled his eyes and said, 'You don't have a chance in hell of hitting her from here'.



I was eating breakfast with my 10-year-old Grandson and I asked him, "What day is tomorrow?"

Without skipping a beat he said, "It's Presidents Day!" ..

I asked him "What does Presidents Day mean?"

I was waiting for something about Obama, Bush or Clinton, maybe Abraham Lincoln...

He replied, "Presidents Day is when the President steps out of the White House." He continued, "If he sees his shadow, we have another year of bull-shit."

It sure hurts when that hot coffee spurts out your nose.



The Way Women Think

Husband's Text Message to wife:

Honey, I got hit by a car outside the office. Paula brought me to the Hospital. Doctors presently doing tests and taking X-rays. Severe blow to my head but not likely to have any lasting effects. Wound required 19 stitches. I have three broken ribs, a broken arm and compound fracture in the left leg. Amputation of the right foot is a possibility. Love you.....

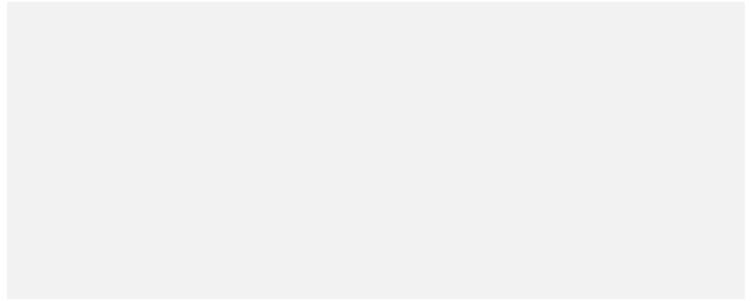
Wife's Response:

Who is Paula?





8926 Phyllis Ave—Sarasota FL 34231



Officials have noted an alarming increase in "Saluting While Texting" incidents ...

