

# The 820 Newsletter

World Wide Web Edition



Volume 2, Number 2

May 1995

## SHIP'S OFFICE

1995 Reunion Now History. Everyone agrees that the 1995 Reunion hosted by Hoot and his lively wife Jo working as a great team was just OUTSTANDING. Hoot, who was also aided by his hometown buddies did a super job in organizing and carrying out the affair. Two-block BRAVO ZULU. By our best reckoning some 65 shipmates attended the reunion held at Moncks corners, S.C. on April 20-23 with headquarters in the Berkeley Motel. Two were there from DE-695. The motel had a large conference room reserved and open for RICH shipmates as long as we wanted to use it...and some did till 0400 one morning I am told. "now up all late sleepers"

There were a number of tables for the display of all sorts of memorabilia that we brought with us and for just sitting around to remember when. Scrapbooks, logs, photo, the original ship's commissioning plaque, a flag (OOPS...ensign), letters from and to home, a wonderful stand-up poster photo display of the ship on her commissioning day, ship's instructions, operating directives, uniforms and many other items filled the display tables and served as memory-joggers for all who gathered around them. A table with items for sale: photos, hats, coffee cups, "T" shirts and RICH cigarette lighters generated lots of interest and of course some funds for the kitty. Hoot had plans-of-the day and a name tag ready for each person who registered. [Top](#)

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CONSERVE FRESH WATER	<b>U.S.S. RICH DD/DDE-820 PLAN OF THE DAY</b>	20-22 APRIL 1995
Duty Sections: Off Duty Section: III CPO & 1'C Duty Sec: III Enlisted Duty Sec: II Enlisted Lib. Sec I		Uniform of the Day: Off & CPO: Ser. Dress Khaki W/O Blouses Until 1800 Enlisted: Undress Whites Enlisted Liberty: Undress Whites w/Neckerchief Uniform for Entering Port Off & CPO: Tropical White Long Enlisted: Undress Whites

The Plan of the Day will be in accordance with enclosure (2) of USS RICH Instruction 5530.1 except as modified for reunion purposed.

- The RICH reunion will conform to the following schedule:  
Thursday, 20 APRIL, 1995

0700	Breakfast for the crew: Breakfast will be served buffet style in the hospitality room for reunion personnel convenience or you may be on your own
0800	Continue registration: For sale items will be available. Buy everything-we need the funds.
0900	Secure chow lines: On your own to see old friends and mates and to meet new ones. Note: Contact Hoot or a member of his staff for any assistance you may need. We expect a special guest to drop in at approximately 1800. See Howard "Lucky" Shaw about Tee-off times for 21 April.

Friday, 21 APRIL, 1995

0700	Breakfast for the crew. Served buffet style in the hospitality room or on
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		your own
0745		Tee off time at the Berkeley Country Club an 18-Hole Championship Fourteen entries.
0800		Continue registration. Mess cooks and cooks and bakers start pig roast.
0845		Tour of Middleburg Plantation (1697, Pompion Hill Chapel (1763) and Mepkin Abbey. Bus transportation will be available. Cost of tour free.
1200		Bring camcorders and cameras, as excellent nature scenes are abundant Begin transfer to "Short Stay" the Navy's recreation area at Lake Moultrie. An afternoon in the sun with boat trips on the lake and Cooper River via the Santee Cooper river locks. Bar-b-que pig and chicken along with rice, slaw and beet will be ready to eat at approximately 1930. Bus transportation provided. Cost is \$1.00 per person to get about Short Stay. Caution, all you fair skinned landlubbers watch this sun or you may be mistaken for the Bar-b-que.
2200		Transfer back to the hospitality room for more fun and sea stories. Buses will be available.

Saturday, 22 APRIL 1995

0700		Breakfast for the crew: Buffet style in the hospitality room or on your own.
0845		Shopping trip to old market in downtown Charleston until approximately 1300 Busses are available. Patriot's Point trip (USS LEXINGTON CV-10, USS LAFFEY DD-724, USS CLAMAGORE SS-343 and USCG-35 INGRAM) Bus transportation will not be available for this trip but I'm sure we can muster up enough cars in meet our needs.
1830		Hospitality hour in hospitality room.
1930		Banquet will commence. Supper will be served buffet style with some of the best food in the south. Our guest speaker will be Mr. Jim Rozier, Berkeley County Supervisor. A photographer will be present to take group pictures. Drawing for door prizes, presentations of awards and recognition of Hoot and Jo Gibson for their fine work on the reunion.
2100		A band playing music from the 50's and 60's for your dancing and listening pleasure.

Sunday 23 APRIL 1995

0800		Sweepers; Clean up and secure hospitality room,
0900		Liberty Call for all those who rate liberty. Farewells till 1996 in Hagerstown, Md.

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Lost and Found. During the clean-up Chief Joe Klagg, he was the gent with all the gold has marks on his sleeve who the RICH fished out of the drink after his aircraft crashed, found that he was missing his original photos of that event. They are significant keepsakes for him. If you find them in the materials you picked up please send them back to Chief Klagg at 1556 Gumbridge Road, Virginia Beach, VA 23457- he would also appreciate a call 804 426-6882.

Results of the First Annual Golf Open: Prizes for winners and those shipmates participating in the golf tournament were presented at the banquet by Howard Shaw organizer of the affair: Longest Drive, John Greenfield; Closest to the pin, Jim Gillis; Low Gross, Don Sievert; Low Net, George Korpita; Most Honest Golfer, Sal Meloni; Low Net, Jim Thompson and Howard Shaw and overall scores; "BE" Oberdoester 82, Lloyd Nash 83, Don Watkiins 84, Jerry Gardner 91, L.E. Beeman 90, Red Walker 85, Ben Favoloro 86, Jim Gillis 94 and Ed Coale 95.

CONSTITUTION AND BY-LAWS

A ROUGH DRAFT OF THE constitution and By-Laws was circulated at the reunion to those who were interested in working on getting the ship's organization underway. The document was floated for comment, a number have been received. Several Attorneys will look the draft over before we send it to the prospective membership for formal approval. We hope to have the first cut of a document we can all vote on in the next newsletter. If our organization is to continue it is mandatory that we adopt a Constitution and By-Laws. Not only will this protect the officers legally but will allow us to qualify for tax-exempt status. We must have this if we are to remain solvent. The organization will only remain in existence if you back it with your personal and financial support. We will be calling for the names of those who will be willing too serve as the "association's" officers in the near future. Self-nomination if perfectly OK and is encouraged. We would like to have those shipmates involved who are willing to work for the good of the group. If we all pitch in the burden will be spread out; in short we want to make the organization an All-Hands effort. [Top](#)

VOLUNTEER INTERIM TREASURER

George Kilmer of 311 Evans Run Drive, Martinsburg, WV 25401 (304 263-17450) has volunteered to serve as our interim treasurer. As we go through the year direct your contributions and donations to the Newsletter to George. George served as an ET on the ship in 1955-56. Thanks for coming forward to help out George.

## PLANNING UNDERWAY FOR 1996 REUNION

Joe Saunders, TM3 (1955-59), is organizing the next reunion to be held in Hagerstown, MD, April 25-27, 1996. Joe has succeeded in finding a central location in Hagerstown, at a reasonable rate of about \$40 to \$50 per night in the heart of historic western Maryland. He has begun the long process of planning for the event. We owe him our support for this significant undertaking; just ask OBE and Hoot who have both done superb jobs in putting together two great events what a commitment this is. More on this reunion in up-coming newsletters as the pieces begin to fall into place. Gary Jones, DK3 (1955-57) called this editor and indicated he is investigating the possibility of a reunion in St. Louis in 1997. All you Midwestern shipmates who would be willing to help Gary host the annual reunion give him a call at 1 800-843-1759. A quick count of our roster shows about a third of our members reside in the "Midwest." [Top](#)

## NEWSLETTER MATTERS

It should come as no surprise to all of us that producing the "820" Newsletter" costs something-aside from just writing it. At the reunion the editor made available as a handout a "Cost Estimate for Publishing 1995-96." For those of you who were not able to come to Hoot's hometown; It is estimated that the cost of publishing 4 issues a year will be around \$600. This estimate is based on what the first two issues actually cost to get in the mail and projects costs out through one full year of publication, that is through February 1996. The estimate is based on putting out three 2-page issues (at about \$128 each) in addition to one yearly 4-page issue (costing approximately \$175) just before the reunion. We may have to send out the Constitution and By-Laws as a separate mailing this year when we get them in shape for your approval. In addition there are a few office costs per year of about \$50. The bottom line; We have around 240 shipmates on our mailing list. That works out to a little over \$2.50 a year just for the newsletter. We asked \$5.00 per person donation in our February 1995 newsletter and frankly we were underwhelmed by the response! Please reconsider helping by sending your donations to our new interim treasurer, George Kilmer.

## RALPH McMASTER RICH

The editor has always wondered what actually happened to Ralph McMaster RICH after the Battle of Midway. The caption under his faded photo that hung in the ship's wardroom just indicated that he had been killed in an airplane accident following the battle. We have "Mac" Hughes, one-time supply officer on the RICH (1957-58) to thank for the following information taken from "The Big E" by CDR.E.P. Stafford, USN, pp 69 & 111 published by Dell in 1962. "Ralph McMaster RICH, born on January 1916 in Denmark, N.C., Enlisted in USNR on 10/12/39. Designated Naval Aviator 7/12/40. Commissioned Ensign 8/16/40 and assigned to USS Enterprise, CV-6 on 11/28/40. Ralph RICH had participated in every action of the six-month old war prior to Midway. In April 1942 the fighter pilots of CV-6 were flying a new bred of Wildcat, the F4F-4, equipped with self-sealing gas tanks, cockpit armor and folding wings for improved stowage and shipboard handling. Everyone except the fight pilots loved the folding wings. They made the pilots uneasy. It was like said a ship with a removable bottom or driving a car with collapsible wheels. Ralph RICH, who had shot down an enemy torpedo plane at Midway, was one of the fighter veterans ordered home. Bet he never got there. On the eighteenth of June, in a routine gunnery dive at 5,000 feet over Kaneohe, Oahu, the right wing of his wildcat tore off and Ralph was killed. This was just 12 days after the Midway battle for which he was posthumously awarded the Navy Cross." Thanks for the information Mac. I wonder if Rich's Navy Cross is in a museum somewhere?

## SHIP'S LOG

We continue the "official history" of the 820 as contained in the Navy Department's Dictionary of American Naval Fighting Ships (8 Volumes):

"Throughout 1948 and into 1949, she operated as a unit of a hunter-killer (HUK) group based at Key West, Fla, in the development of antisubmarine warfare tactics. In August 1949, the destroyer crossed the Atlantic for a brief visit to Cherbourg; then returned to East Coast and Caribbean operations. In the fall of 1950, RICH, redesignated an escort destroyer (DDE-820) the previous March, returned to the Mediterranean for a month of exercises with the 6th Fleet. By January 1951, she was conducting exercises in the Caribbean; and, in February, she entered the Philadelphia Naval Shipyard."

Ulysses Best's (now BTC USN Retired) log of his time on RICH continues:

<u>August 1946</u>	<u>September 1946</u>	<u>October 1946</u>
1 Underway 1200 to go to New Orleans Arrived at 1635	6 Underway	1 Left Guantanamo Bay
2 Captain's Inspection	7 Arrived 1300 at San Juan	Cuba to go to Charleston
3 Captain's Personnel Inspection	9 Underway @ 1400 for	5 Arrived 1600 Charleston
4 Underway 0300 from New Orleans	Guantanamo and shake down	6 Underway for ammo
7 Arrived 1520 Guatanamo Bay	30 Last day of shake down	depot @ 0600 Back in
Cuba for Training of All Type		yard @ 1600
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## PLANK OWNERS

A pamphlet made available by Russ Norton, MM1 (1946-47), Barhamsville, VA to those attending the 1995 reunion in Moncks Corners was a small 5 by 8 inch fold-over publication with a bow-on-photo of the RICH on the launching ways at Orange, Texas. The back cover of this commissioning pamphlet lists 212 enlisted men and 10 officers who are plank owners. We will list the members of that original crew over the next several issues.

W. G. Adams, EM3c	R.W. Crandle, FC2c	J.M. Harvey, MM3c
T.B. Anderson, EM3c	C.E. Dady, PhM3c	J.J. Harwell, S2c
R.D. Anderson, S1c	D.C. Dahietl, SSML2c	F.M. Hearn, TM2c
W. N. Audetter, RdM1c	A.D. Daughtry, EM2c	R.J. Herold, S1c
L.D. Bailey, WT2c	F.J. Dec, WT3c	I.N. Howard, MM3c
J. Baker, Bkr2c	G.A. Deemer, F2c	L.R. Huntoon, QM2c
J.W. Baker, TM1c	A.L. Dervin, SK1c	F.J. Incaruite, SM3c
W.D. Bare, F1c	C.A. Dooley, SoM3c	M.T. Jacobs, SC3c
U. Best, WT3c	V.R. Dorrrough, Gm2c	O.J. Jacobson, MM3c
D. M. Birkhold, F1c	S. Downing, StM2c	E. Jensen, F2c
T.E. Boet, GM2c	C.R. Durham, GM3c	B. Kemp, CM3c
L. O. Brooks, StM2c	R. D. Evans, F1c	G. Korpita, Jr. S2c
J.J. Butts, Cox	F.L. Farmer, SF1c	A.Krescanko, Jr. MM3c
J.O. Carr, F1c	H.E. Farrell, S1c	R.A. Krohn, F2c
F.A. Carter, EM1c	W. H. Fister, MM1c	T.J. Lackey, S2c
E.R. Chambers, Jr. F2c	P. Frankenfield, RM3c	V.R. Landgraff, F2c
R.K. Clark, EM3c	E.W. Gavin, MM3c	J.S. Lee, B2c
O. Clements, SC1c	J.R. Gierlincki, MM3c	J. Lodestro, S2c
G.E. Cook, RdM2c	P.D. Goodrich, F2c	V. Lodestro, S2c
J.M. Cook Gm3c	T. Harris, StM2c	E.L. Loi, S2c
		F. Long, S2c

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### WHAT IS A SAILOR?

Wendall E. Calloway, RM1 (1961-62) provided this following description of a sailor that was included in a 5-page pamphlet produced by the RICH for the ship's families on returning from her cruise to England, Ireland, the Netherlands, German, Norway and the North Sea from February 17 to June 16, 1962. Do you know anyone that fits the bill?

"Between the security of childhood and the insecurity of second childhood, we find a fascinating group of humanity called sailors. They come in assorted sizes, weights and states of sobriety. They can be found anywhere on ships, at short stations, in bars, on leave, in love and always in debt. Girls love them, towns tolerate them and the government supports them. A sailor is laziness with a deck of cards, bravery with a tattooed arm, and the protector of the seas with a copy of Playboy. He has the energy of a turtle, the slyness of a fox, the brains of an idiot, the stories of a sea captain, the sincerity of a liar, the aspirations of a Casanova, and when he wants something it is usually connected with a liberty card. Some of his likes are women, girls, females, dames and the opposite sex. He dislikes answering letters, wearing his uniform, superior officers, the chow and getting up on time. No one else can cram into one jumper picket a little black book, a pack of crushed Luckies, a Marilyn Monroe photograph, a comb, a church key and what is left of last month's pay. He likes to spend some of his pay on girls, some on poker, and the rest foolishly. A sailor is a magic creature, you can lock him out of your home, but not out of your heart. You can scratch him off your mailing list, but not off your mind. You might as well give up, he's your long-away from home-lover, and your one and only bleary-eyed, good for nothing bundle of worry. But all your shattered dreams become insignificant when your sailor docks, and looks at you with blurry blood shot eyes and says: "Hi ya, Honey." [Top](#)

### DDE

What did the designation DDE mean and from where did it come? The basic designation "DD" for destroyer officially came into being in July of 1920. Between the initiation of that early simple DD classification and that we see in today's fleet, the scheme for denoting and describing the many missions of the specific destroyer types and classes grew in complexity and number. It now has once again been simplified. The Atlantic war of 1941-45 was basically a submarine war and the Navy was heavily involved in antisubmarine operations during that conflict. From this experience and that of the Pacific which was basically anti-war warfare in the last year or so a need was identified for two special destroyer types. One was the requirement for an early warning radar picket destroyer (DDR), the other for destroyers specifically designated to work with the Hunter-Killer groups that had been so successful in eliminating the Atlantic U-boat threat. Another variant was deemed necessary to provide destroyers for the escort of troop and cargo convoys. In January 1948, the DDK (Hunter-Killer) and DDE (Escort Destroyer) types were designated. Thirty five DDs were classed as DDEs or DDK at that time. Only two ships, the USS Carpenter and USS Robert A. Owens, were designated as DDKs. RICH was designated as a DDE in 1950 after having been originally commissioned as a DD. At first all ships bearing the DDE classification were known as "destroyer escorts" but this term was confusing when the Navy already had a large group of DEs, like the original RICH DE-695, also known as destroyer escorts. In 1950 the DDE term meaning destroyer escort was changed to "escort destroyer". This type of vessel was specially designed not only to detect, track and kill submarines but to also serve as a general purpose destroyer. For much of her life the RICH served as a DDE. In 1963 the ship, like many of her Gearing class sisters, was reaching the end of her first life. In order to extend the usefulness of many destroyers built during WWII, who were entering "block obsolescence," the Navy instituted the FRAM (Fleet Rehabilitation and Modernization) program. RICH underwent a FRAM I conversion in 1963 to be refitted with state-of-the-art ASW equipment and weapons. All the DDEs and DDRs undergoing FRAM were redesignated DDS in 1969. Thus the RICH had gone from DD to DDE and back to DD again. She finished her active life designated a DD.

(Ref: Morrison, S.L. 1995 A matter of Class, Part III, Naval History Magazine, March/April, 1995 U.S. Naval Institute)

FROM THE ENGINEERING OFFICE

Questions and answers supplied by Chief Best:

What is the full load displacement of the ship? 3,300 tons

What is the full load draft forward? 13' 1 1/8"

What is the full load draft aft? 13' 1 1/8"

What is the fuel oil capacity at 95%? 212,020 gallons

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**USS RICH · DD-820 · DDE-820**



*Transcription courtesy of Pamela Compher*