

# The 820 Newsletter

World Wide Web Edition



Volume 3, Number 2

May 1996

## SHIP'S OFFICE

1996 Reunion. Over 70 of our shipmates and guests shared a great time provided by our hosts, Chairman Joe Saunders (TM3, 1955-59) and his wife, Jean, at the Hagerstown Inn (or whatever its name is this week), Hagerstown, MD April 24-27, for the 1996 USS RICH DD/DDE-820 1996 reunion. A "well done" is hoisted to all who worked so hard to make this event a super 3-day affair. The rooms were comfortable and the hospitality suite was open for all the bull sessions we wanted to attend. Lots of "memorabilia;" photos, letters, scrapbooks, post cards, official looking pieces of paper, cruise books, etc. provided to focus for those tall tale sessions. By comparing the young guys in the photos to those gray beards attending this reunion it was quite clear that not too many of them could get into, much less zip close, those "tailor-mades" purchased along the strip outside of NOB and the DesSub (C-E or Convoy Escort Piers for you "older" shipmates) Piers, NORVA.

The P.O.D. was ready for us all when we all arrived....moreover All Hands rated liberty. There were three former Commanding Officers present. Aboard were Captains Edward L. Huie (1951-52) Richard W. Arey (1954-56 and Charles Harding (1961-62), so we had plenty of direction available if needed. Captain William Taylor (1958-60) had planned to attend but a death in the family prohibited his being present. The Uniform of the Day was just about what you wanted to wear, we figured we really didn't need a C.D.O.-especially if the duty officer was a fresh caught Ensign. Liberty commenced as soon as was appropriate or we felt like it and it didn't expire till the reunion was over on Sunday the 27th. Now that's a bit different than when you were on the 820. Here was the plan:

### PLAN OF THE DAY April 25-27, 1996

The RICH reunion will conform to the following schedule:

Thursday, 25 April	
0800	Check-in, Lobby of Hagerstown/Days Inn, Socializing all day, Hospitality Room open
1000	Trolley around town, see historical Hagerstown or whatever else you wish to see.
1200	Lunch on your own after "Mess Gear"
1300	Continue registration, Hospitality Room open 1730-2100.
Friday, 26 April	
0600	Breakfast served in motel café, continue check-in at registration desk.
0830	Bus Tour of Old Town Annapolis and U.S. Naval Academy departs Trolley leaves for Martinsburg, SW and "outlets" Golf Tournament-Black Rock Golf Course, Hagerstown
1200	Lunch on your own
1900	Annual Meeting of USSS RICH DD/DDE-820 Association
2100	Hospitality Room with cash bar open, Socializing till....?
Saturday, 27 April	
0600	Breakfast served in motel cafe
0830	Bus Tour of Baltimore Inner Harbor departs
1000	Trolley leaves, if demand exists, for Harpers Ferry, Antietam
1200	Lunch on your own
1730	Cash bar opens prior to Banquet
1830	Annual Banquet, Brief address, door and golf prizes, auction and D.J.
Sunday, 28 April	
0800	Liberty Call for all those who rate it. Farewells till Reunion 1997 in Nashville, TN <a href="#">Top</a>

## Annual Meeting of the USS RICH DD/DDE-820 Association

At 1900 on 26 April the reunion Chairman Joe Saunders convened the Association 1996 annual meeting. Approximately 40 shipmates attended. The agenda for this first formal meeting was:

Call to Order. Interim Organization for the formation of the USS RICH DD/DDE-820 Association.

Election of Officers. Six Officers to be elected, initial terms staggered to eventually reach 2-year overlapping terms of office:

Nominations for: President. Initial Term 3-years, thereafter a 2-year term  
Vice President. Term 2-years  
Secretary-Treasurer. Initial Term 1-year, thereafter, 2-years

Board of Directors. Three. Number. Initial term 3-years Thereafter, 2-year term, Number 2. Term 2-years, Number 3, Initial term 1-year, thereafter 2-years.

Election Results: President. E.R. "Hoot" Gibson, Term expires 4/99  
P. O. Box 506, Box 506, Pinopolis, SC 29469  
803-899-7194  
Vice President. Howard Shaw, Term Expires 4/98  
4488 Pax Hill Red., Morgantown, NC 28655  
704 433-8920  
Secy.-Treas. Ed Coale, Term Expires 4/97  
2497 N. Ashwood St., Orange, CA 92665-2708  
714-9974-0446  
Board of Directors.#1. John Skillen, Term Expires 4/99  
#2 . George Korpita, Term Expires 4/98  
#3. Gene Calloway, Term Expires 4/97

Discussion and Adoption of Constitution and By-Laws: The Constitution and By-Laws were provided to all who attend the reunion as they registered. They were discussed at length. Most of the discussion centered on how the Association was to handle those who did not pay their annual dues and what should those dues be Section (A) of Article VII of the Constitution & By-Laws - Forfeiture of Membership now reads " Any member who fails to pay any indebtedness owed the Association within one year after receiving notice thereof shall be dropped from membership." Dues, payable to the Secretary-Treasurer in January each year were set at \$15.00. The document was unanimously approved after this change had been made. The original copy of the Constitution and By-Laws will be held by the succeeding presidents of the Association. Copies of the document may be obtained by writing Bob Baldwin, Editor, The 820 Newsletter, 432 E. Irvin Ave., State College, PA 16801.

#### Current Business

Report of the Interim Treasurer, George Kilmer. The Association now stands on a firm financial footing thanks to all of George's hard work. A full accounting was presented to the members. The bottom line: Approximately \$1,000 will remain in the Treasury after all the reunion debts are settled and this includes funds derived from the annual raffle. Of this sum \$700 has been allocated to paying for 4 issues of The 820 Newsletter and a check for this amount has been made to the editor. The books of the Newsletter will be open for audit at each annual reunion. [Top](#)

#### Report of the Editor, The 820 Newsletter.

The editor thanks all of those shipmates who have sent material to him for inclusion in the newsletter. Our files now have enough material in them for several issues but we need more. Please consider sharing all the old RICH "stuff" you have squirreled away in the bottom of your seabag or chest or folded up in the memory books. We are looking for everyday items that would help us recall our time-for many of us our early youth-aboard the good ship RICH. The editor will work this material into each edition as space permits. The newsletter mailing list currently stands at approximately 260 persons. The number includes some "missing" members and works out to a subscription cost of around \$2.70 per person for 4 issues per year. So keep that interesting "stuff" coming.

Setting of Annual Dues. As noted above the annual dues were set at our organizational meeting at \$15.00 per year. There was much discussion about what a reasonable amount should be. Overall we need to have a solid operating treasury with a reserve of "start-up" funds for each annual reunion as well as funds for the newsletter. To boost the funds we derive from this fee the Association might decide also to "sell" ship's patches, ball caps, coffee mugs, T-shirts, etc., if the mechanism can be found. What is really needed is someone who is willing and volunteers to take on the responsibility for running a Ship's Store. For instance: to get the two variants of the ship's patches duplicated in accurate color and on quality material a cost of around \$400 from the existing treasury would be necessary "up-front" to get the initial order delivered. The patches, or whatever other merchandise we decide to carry, could then be sold at slight mark-up to cover postage, handling, and a small "profit" with that profit" going back into the treasury. The bottom line sailors is that this organization needs funds to operate and *these funds can only come from your dues or donations.*

#### Planning for Annual Meeting and Reunion 1997.

Gary Wilson (SN, 1960-62) has graciously accepted our call for a volunteer to host the 1997 reunion. For all you country-western fans Nashville, TN is the location with the dates tentatively set as Thursday, April 24th through Saturday, April 26th. If you are willing to assist Gary you can reach him at: Saratoga Dr., Brentwood, TN, 37027, 615-371-9612.

The meeting was adjourned to continue socialization in the hospitality room. [Top](#)

### Annual Banquet.

We had 105 shipmates, their wives and guests for the annual banquet. Every table was filled, the food was good and the conversation turned to many "Do you remember in Palma when...." The original ship's bronze plaque was at its place at the head table. There were many door prizes that our Chairman handed out or in some cases auctioned off including; a string tie, wines from Virginia, a cheese block, candles, three terrific paintings of the RICH as clock backgrounds, a crystal clock, a welcome plaque, sailor statue, hand made Afghan, Budweiser Navy mug and an attractive bird house. All of the items were donated by our shipmates, so begin planning next year for what you can bring to the reunion. Although the full golf tournament was rained out very nice prizes were awarded to four worthy shipmates. A get-well card was circulated for Ron Companion, who donated the RICH wall clock paintings but was unable to attend because of illness. A condolence card was signed also by many at the Banquet for Bill Taylor (Captain of the RICH 1959-60) whose wife Connie passed away the week before the reunion. Chuck Weber, resplendent in his LCDR's mess dress (see some of us can still get into our uniforms) recounted the story of the last days of the ship. This is sort of a dark and stormy night tale except for the fact that it was bright, sunlit and 1200 miles out in the Atlantic when the RICH, who had just finished fueling alongside the USS Caloosahatchee AO-98, begin to pull ahead....when...at that instant.... Wait a minute before we go any farther. Chuck has agreed to write it up for us as a first-hand account. We will publish it in the newsletter. Thanks were extended to all who helped with the banquet especially Saunders, George and Linda Kilmer, John "Smitty" Smith, Bobby Frank Owens and Fred Barnard. Lets hear it for the 1950s crew. A D.J. finished out the evening with music that spanned the ship's active service. See ya all in Nashville in '97. [Top](#)

### SHIP'S LOG

We continue with the official history of the RICH in the early 1960s. (Reference: Dictionary of American Naval Fighting Ships. 1976. Vol. 6. Naval History Division, Department of the Navy)

"While with the 2d Fleet, RICH served in the search and rescue group which steamed along the route of President Kennedy's flight to South America on his good will visit in 1960. The next year, she participated in Project Mercury as Lieutenant Colonel Glenn, USMC, became the first American to orbit the earth; and from 25 October to 25 November 1962, she operated with the Cuban Quarantine Force during the missile crisis."

Ulysses Best's (now retired BTC) log for 1946-47 continues:

December 1946	January 1947
3-5 Trieste, Italy	3-8 Trieste, Italy
8-18 Venice, Italy	8-11 Messina Straits
23-28 Trieste, Italy	13 Naples, Italy-Best visits Rome
28-3 Pula, Yugoslavia. Merry Christmas "46 from the Adriatic	18-21 Trieste, Italy

Anyone who kept their own logs and can add to or elaborate on the sequence of the many events that occurred in the recounting of our ship's history (see Bob Irvings recollections in Vol 2 No. 4) please send them to the editor. We especially need information on the ship WESTPAC/Vietnam deployment. [Top](#)

### PLANK OWNERS

The listing of Plank Owners of the RICH as contained in here Commissioning day booklet of July 3, 1946 in Orange, Texas continues:

H.L. Rothgery, FC2c	R. E. Spencer, S2c	R.G. Stripe, S2c
A. Rudolph, S2c	M.L. Spillane, WT1c	G.D. Stromberg, S2c
W.E. Russel, S2c	C.A. Sproul, WT1c	J.L. Strout, Jr., S2c
J.F. Ryan, S2c	W.L. Stadler, S2c	S.J. Stryjewski, S2c
J.J. Saboe, S2c	A.H. Stahl, S2c	L.J. Stubits, SK1c
P.J. Salvati, S2c	J.R. Starrett, S2c	J.J. Sullivan, Jr. F2c
F.W. Sanford, S2c	R.L. St. Charles, S2c	J. Suscreba, S2c
C.A. Sanow, S2c	R.E. Stefano, S2c	F.B. Swope, FC2c
J.E. Santaularia, S2c	I.N. Steifel, S2c	L. Taglione, F2c
N. Saray, S2c	J.C. Steinmaset, F2c	J.H. Taylor, GM2c
B.A. Satten, S2c	J.H. Stephenson, MM2c	W. S. Thomas, Jr., F2c
O.S. Savoca, S2c	H.L. Stevens, S2c	N.E. Tomkins, F2c
D. Scarimbolo, S2c	W. L. Stevens, Jr., S2c	D.L. Watkins, F2c
J.H. Schroeder, MM3c	A.E. Stewart, S2c	G.W. Watson, MoMM1c
F.A. Seams, Jr., F2c	I.W. Stoll, S2c	F.F. Werdann, S2c
E. Shumate, GM3c	P.C. Stone, TM2c	M.E. Wernick, S2c
J.J. Smith, WT2c	D.H. Stotts, FC1c	W.G. Wickings, S2c
R.M. Somers, S2c	G.J. Stout, Cox	A.J. Williams, MM3c
I.J. Sonsky, S2c	G.A. Strand, S2c	E.R. Williams, F2c

A.A. Souers, S2c  
L. Sowinski, S2c  
J. A. Spall, S2c

D.G. Strane, S2c  
J. Stratico, S2c  
E. Stringfellow, F2c

T.L. Williamson, WT1c  
F. Wixon, F2c

One of our plank owners, Bob Marcello who was a S2c in 1946, told your editor at the reunion how he came to join the USN and be in the RICH at her commissioning. Bob agreed to write down his experience and to pass them on to us: He recounts: "It's hard to think back fifty years without a stimulant. I found one in a box tucked away labeled "Navy Daze." After looking at photos of people and events memories began to return. Some were not good and prompted me to write this poem:

To visit the past brings  
Joy and pain  
Could I separate the two  
I'd live them again

As I waited for the elevator in the Federal Building in New York City, a bank of ruffians engulfed me. When the elevator door opened I was pushed inside and jammed into a corner by the mob. As the door opened on the fourth floor they piled out. One of them turned and saw me still cowering in the corner. "Come on, what are you waiting for?" "I'm going to the fifth floor," I replied, "to join the Marines." "Like hell you are," he commanded. "You're coming with us in the Navy." Almost instantly two others were yanking me out of the elevator. Later that day I was sworn into the US Navy along with these ruffians, the Bayside Football Team. [Top](#)

We all went on the Camp Peary, VA for Boot Training. Ours was the last group to use that facility. From there we went to Rhode Island for advanced training and assignment. From there many of us were loaded onto a railroad train and told we were going to Texas. Of all the painful memories of the past that ride is one of the hardest to lose. I swear the cars we rode in were used to transport troops during the Civil War. Only then they may have been new. Our arrival in Orange, Texas, was without fanfare. Then we were introduced to our new home. The blue pearl with the little numbers, 820, painted in black on her bow was the most beautiful sight I had ever beheld. Our first assignment was to get out the paint and touch up scratches while skid pads were laid on deck. I believe it was the next day that the RICH was commissioned. From then on we considered ourselves the roughest of the Navy, "Destroyer Sailors." Thanks Bob for sharing these memories...it was, of course, the Marines Loss. What Bob refers to as the "blue pearl" (many ships did appear blue in 1945-46) most likely reflected one of the final of many camouflage paint schemes USN ships carried during World War II. Early black and white photos of the RICH seem to show that she was painted in the blue "Measure33." This type of scheme replaced the striped black, blue and white "dazzle paint" patterns you see in many WWII photos. Measure 33 consisted of two principal colors on the ship's vertical surfaces: Navy Blue (paint color 5N) from the waterline up to most of the sheer line and Haze Gray (5H) above that. During most of her post-WWII life, however, the ship carried the Navy's light sea gray-sometimes termed haze gray with the large white block letters 920 shaded in black.

#### THE SUPPLY OFFICE

Did you ever wonder who took care of thinking ahead to make sure you wouldn't run out of beans or franks or worse still coffee on a long deployment. Well the supply office was responsible for that sort of thing. LT(Jg) H.M. "Mac" Hughes, RICH's supply officer in 1957-58 provides us with his recollections of preparing for a MED cruise, ca., 1958. "Outfitting for the MED cruise was some experience for me. I had never made a MED cruise. The RICH had made a 1956 deployment but it was not scheduled to deploy again until 1958, after the shipyard overhaul in late 1957 and the underway training in GTMO in January 1958. DDs' traditionally had difficulty in maintaining food supplies, even with the resupply in the MED. The spaces did not have enough capacity to support the food required by the crew. I set about doing something about this. With the help of several savvy engineers, unauthorized of course, we made the small meat refrigerator box into the chill box for vegetables and the much larger chill box became the meat freezer. At loading time we stocked that new meat box like cord wood with everything that needed to be frozen, right up to the door. The menu planning involved opening the meat box door and seeing what could be drawn. Canned vegetables were loaded to take the place of the fresh vegetables. This worked well even though there were many who said it couldn't be done. There was also a problem with carrying enough syrup for the soda vending machine and cups. I floored off several storerooms with the 4 big tins of syrup per case and the SKs walked over them when making issues. I found during an inspection that one case of cups, stored in the overhead, over a steam line, had cooked brown and was ready to catch fire. Talk about looking at your career over your shoulder, I was close to it." Well Mac did have a very successful career beginning as an FN and ending as a CDR. He enlisted at the beginning of World War II and is a plank owner of the USS WASHINGTON, BB-56, a ship that took part in many of the battles around Guadalcanal in 1942. He rode her for the duration and was aboard her when she sank the Imperial Japanese Navy's battleship KIRISHIMA in a night action on 15 November 1942. WASHINGTON'S sister ship, the USS NORTH CAROLINA BB-55 can still be seen in Wilmington, NC and is currently painted in the "dazzle" paint common to WWII USN vessels. [Top](#)

#### **BULLETIN BOARD**

Ship's Deck Logs. Although it takes some doing you can obtain copies of the deck logs of the RICH from the

National Archives. Peter Bailey (LT(Jg) 1958-60) did the leg work on this for us and found out the following: The deck logs of naval vessels are kept in the Archives II Textual Reference Branch, National Archives and Records Administration, 8601 Adelphi Rd., College Park, MD 20740-6001 (Phone: 301 713-7250). Of course there is a form to fill out to get them, available from the Archives, on which you request copies at the current price. The form you should request is NATF Form 72. Call the Archives to obtain that price and the form. The price is on a "per page" basis and there is a \$6.00 minimum charge. Delivery of the copies of the logs takes approximately 12 weeks.

United States Navy Memorial Foundation. Located in Washington, D.C., the Foundation was established to honor the men and women who have served in our sea services and to maintain and foster the values they supported by their service. The foundation is also an educational institution and maintains the Navy Memorial and Naval Heritage Center on Pennsylvania Avenue. A unique feature found in the Heritage Center is the Navy Log. In it are recorded the names and records of service, and in many instances photographs, of over 225,000 men and women who have served in the Navy, Marine Corps, Coast Guard or the Merchant Marine. This register is accessible by the public and the entries are displayed on video screens in the Log Room. Entries show your name, branch of service, rate or rank, dates of service and date and place of birth. You may also enter a photo of yourself to be included in the display or your registry. Navy Log Enrollment, which is tax deductible, costs \$25. The inclusion of a photo for your log entry is an additional \$25. To obtain the form necessary to enroll yourself write: The United States Navy Memorial Foundation, U.S. Navy Log, P.O. Box 96570, Washington, D.E. 20077-7685. If you are going to be visiting Washington, D.C., a stop at the Navy Heritage Center is a must.

### **FROM THE ENGINEERING OFFICE**

Questions and answers supplied by Chief Best and the editor

What type of main propulsion engines are installed? Two sets of geared turbines. The turbines were directly connected to double reduction gears driving two shafts. These turbines were built by Westinghouse, General Electric or Allis Chalmers.

Who made the RICH's turbines? Answer\_\_\_\_\_?

What was the total shaft horsepower? 60,000 S.H.P.

What type of boilers did the RICH have? Babcock&Wilcox, three drum, express, air encased, divided furnace, single uptake, oil fired.

Of the total ship's volume, how much did the engineering plant occupy? About one-third.

[Top](#)

**USS RICH · DD-820 · DDE-820**



*Transcription courtesy of Pamela Compher*