

The 820 Newsletter



Volume 3, Number 3

August 1996

SHIP'S OFFICE

Association's Roster. The personnel in the ship's office took a close look at the Association's roster to get a better handle about the on-board strength as well as the distribution of our shipmates across the country. While not an in-depth analysis of all the demographics of the RICH's Association, the following was evident from this quick review of the record: We are currently carrying 287 persons on the roster. Eight of those are "Friends" of the ship. 12 are shipmates with whom we have lost contact. (i.e. the 820 Newsletter comes back with "Returned to Sender") while the remaining 267 hands are aboard and accounted for.

What is the distribution of the membership when you served aboard by the calendar year-groups? We have information on 238 sailors who provided us with the dates they were on the ship. To complete this brief overview of our association the editor took the first year you indicated you were on RICH and used it to place you in one of six, 6-calendar year, categories. Our data thus is presented in the artificial year groups shown below. Of course, there is a good deal of overlap in your years of service aboard across these artificial years aboard boundaries but the data does give us a reasonable handle on what "age groups" make up today's crew. The distribution breaks out as follows:

1944-1950	27.4%	1956-1960	18.4%	1966-1970	12.6%
1951-1955	21.0%	1961-1965	10.9%	1971-1977	9.7%

What do these data show us? Your guess is as good as the editor's; but maybe the heavily weighted 1944-50 year group reflects a growing interest in things past as we age... thus the large representation from the early days. We know the overall "peacetime" manning levels dropped over time, until the ship's demise in 1977. If that is the case we have an ever decreasing personnel base, a reflection of the ship's lower manning level. Maybe the distribution just reflects the greater or lesser interests of various age groups in veterans organizations to which they could or do belong or the sources of military information they read and in which we have advertised our existence.

Today the Navy has an active force manpower strength of 430,000 personnel. At the end of World War II there were more than 2 million. Today we have roughly 374 active ships of all types in service. By contrast the fleet of 1951 consisted of 4,900 ships of which about 1,200 were actively manned. Quite a change isn't it? If you want to read an excellent book on the post World War II Navy in which RICH spent much of her active life try: "Shield of the Republic The United States Navy in an Era of Cold War and Violent Peace, 1945-1962" by Michael T. Isenberg, published by the St. Martin's Press.

Where do we live in some cases more than 50 years after our tour aboard? No doubt many of us are long retired; others are looking forward to it. The RICH was, however, an east coast can. One of the things your friendly recruiters tried to do, believe it or not, was to get you on a ship on the coast you wanted. This was not true, however during World War II and certain other cold or hot war or build-up periods (Korea, Cuban Missile Crisis for example) but in "peacetime" the attempt was made nonetheless to place you at least on the coast you wanted. Currently we have shipmates in 38 out of the 50 states, with one in Puerto Rico and one at an APO. About 13% of our membership lives west of the Mississippi and the remaining 87% "back east." As you can see from the above over a third of our crew principally resides in four east coast states, FL(8.8%), NY (9.2%), PA(9.6%) and VA(9.6%)



This is the number of shipmates in each state represented on the roster today:

AL	2	IA	2	MN	8	NY	23	TN	1
AR	2	IL	5	MO	1	OH	11	TX	2
AZ	3	KS	1	MS	4	OK	1	VA	24
CA	6	KY	4	NC	13	OR	3	VT	1
CT	7	MA	12	NE	1	PA	24	WI	1
DE	3	MD	8	NH	2	PR	1	WV	6
FL	22	ME	2	NJ	14	RI	1		
GA	6	MI	5	NV	1	SC	6		

Plans for the Reunion in Nashville, TN

Gary Wilson, our chairman for the 1997 reunion, informs the editor that plans are going ahead for next April's reunion on the 24, 25, and 26th in Nashville, TN. Gary needs your help in the planning. (His address is: 1006 Saratoga Dr., Brentwood, TN 37027. His voice mail is 613-371-0130 where you can leave a message) He has set aside about 60 rooms in Shoney's Inn which is convenient to the Grand Old Opry complex. These run \$70/night plus tax and this includes a continental breakfast. There are no inexpensive rooms near the Opry. In addition, Shoney's is giving us the hospitality suite free and we can bring in our own liquor. The banquet hall will accommodate us all. The Grand Old Opry has shows Friday and Saturday nights with tickets at \$17/person plus tax. These tickets can not be purchased on short notice. There are river cruises on the General Jackson that include meals and a show. The afternoon show and meal is \$18.95/person and the evening one which is recommended is \$49.95 for the dinner and show. There are sight seeing tours of Nashville at \$20/person plus tax. Golf will be available over a range of prices from \$40-80/person with the latter at the PGA "Spring House Golf Club." An RV campground is also available. So: Let Gary know your initial interests. Drop him a line or call and indicate your interest in these activities: (1) Grand Old Opry tickets____, (2) River Cruise, afternoon/eve _____, (3) Sight Seeing Tour of Nashville _____, (4) Tour of Ryman Auditorium _____, (5) Golf _____, or (6) your need for RV accommodations.

Association's Current Secretary-Treasurer

As you may recall from the May 820 Newsletter, Ed Coale was elected Secretary-Treasurer of the Association at our 1996 reunion to serve a one-year term of office. The treasury has been turned over from George Kilmer (George you did a great job-BRAVO ZULU) to Ed. Ed is now the person to contact when sending in dues, contribution, etc. His address and phone number are: 2497 N. Ashwood St., Orange, CA 92665-2708, 714-074-0446. All check should be made out to the USS RICH DD-DDE 820 Association.

NEW BOOK PUBLISHED ON USS RICH DE-695

A very limited printing of a new book titled "The Last Voyage Of The USS RICH" has been authored by Edwin B. Black and published by the WFC Press of Pembroke, NC. Ed, although badly wounded, was one of the 142 sailors of the original RICH's complement of 215 who survived her sinking. The book is a compilation of official reports, newspaper articles and personal reminiscences of those of her crew who survived the ship's mining off the San Marcouf Islands during the Normandy



Invasion on June 8, 1944. The book has a number of photographs of the officers and men of the 695 but the reproduction of some of these pictures could be better. There is one very grim and indistinct starboard quarter photo of the ship. It was taken at the time of her destruction, minus her stern that was blown off by the second of three mines that ended the lives of some 89 members of the crew. She is seen just as the third and final mine has exploded under her bow. Ed has done a tremendous job in putting together the gripping account of the RICH's last day. He dedicates the book "To the living and deceased who were shipmates on the USS RICH—DE 695, and to all our sister ships and fellow mates who gallantly participated in the Allied invasion of the Normandy Beaches in World War II."

SHIP'S LOG

The official Navy Department history of the ship continues. This material which only sketches out a ship's brief history is taken from the Dictionary of American Fighting Ships, 1976, Vol. 6, Naval History Division, Department of the Navy.

"Modernized in 1963 during a 10-month FRAM I conversion to increase her habitability and combat capability, she resumed operations with the Atlantic Fleet's Antisubmarine forces in 1964. A year later, she was detached for another mission in support of NASA projects and in March and May 1965, she served as a recovery ship for Gemini space shots."

We continue to print sequential entries from a log kept by BTC Ulysses Best over the period he was aboard: 1946-50. Perhaps you were aboard RICH then but if you were not you can get the flavor of a MED deployment and the tempo of operations of that time just post WWII and before the Cold War.

January 1947

3 Underway, arrived Pula, Yugoslavia
8 Underway, arrive in Trieste, Italy
11 Underway from Trieste
13 Went through the Straits of Messina
14 Arrived 1400 Naples, Italy
23 0810 Underway with ADMIN staff
1315 in Port

February 1947

1 Squadron Commander's inspection
3 Underway from Naples
6 Arrived at Trieste, Italy
9 Underway arrived Pula, Yugoslavia
11 Underway to Trieste
13 Underway to Pula
14 Capt's lower deck inspection
15 Capt's personnel inspection
16 Underway escorting refugee ship
21 Arrived in Venice from Pula, Yugoslavia

Where is Pula, Yugoslavia? It is located at the upper end of the Adriatic Sea in today's Croatia. Chief Best had this comment on the times: "Pula, Yugoslavia we anchored each time there and could have liberty only a short time on Sunday. Pula was in Yugoslavia but Italy wanted to keep it after the war so they would fight from Sunday midnight until Saturday midnight. In '48 NATO gave Pula back to Yugoslavia." As an editorial note: The international situation involving Austria, Italy and Yugoslavia was quite complex and, following a failed peace treaty in 1947, the final negotiations to settle boundary disputes regarding Trieste were successful.

FROM THE ENGINEERING OFFICE

Robert Irving, a shipmate who served on board from 1948-50, sent us this information but regrettably has recently died. He had retired from the Navy and was the Manager of Navigation Programs for Marine Research in Sun Valley, CA. Bob wrote a short piece for the Ocean Navigator magazine in 1993 titled: "First Winter Test of UNREP Method Proves Costly"; an account of RICH's activities in this evolution. The editor has condensed and quotes some passages from Bob's account; maybe



Some of you who were aboard at that time can elaborate on the story.

Following World War II a number of Fleet Tankers, in this case the ELOKOMIN AO-55 were equipped with "automatic tensioning devices" that aided in keeping the proper slack in refueling lines between the oiler and the ship alongside. The alternative and the one most commonly used then was to maintain tension on the fuel line or lines with "sailor power." The evolution was often dangerous with waves breaking aboard and much of the time those sailors handling the lines and attending the fuel trunks on the ship's deck and sides would be drenched with sea water and covered with NSFO.

Commander Service Force Atlantic (COMSERVLANT) wanted to test out this new innovation and set up a task group consisting of ELOKOMIN, a jeep carrier and five destroyers including RICH of DesRon Eight. The test was scheduled for the seas off Labrador in February; a situation that was guaranteed to be rough, cold and inherently dangerous! Bob indicated that "Somebody on RICH didn't want to make this particular voyage, as we had two attempts to sabotage the ship before leaving Norfolk, VA. He (or they) cut part way through the falls of one of the motor whaleboats, which would have result in its dropping into the sea and swamping had it been lowered in that condition. In addition, in preparing to get underway, someone passed the word to the After Engine Room over the 2JV Secondary Maneuvering Circuit to "Answer All Bells" during a test of the Engine Room Annunciator. This resulted in about 20 turns being put on the port shaft with our ram bow striking the dock and cracking the concrete for some 14 feet. There was no damage to the ship, and an Inquiry resulted in no suspects being identified.

RICH and her DesRon Eight companions did make it for the test after all and when the task group arrived in the operations area the sea water temperature was 26 degrees Fahrenheit with an air temperature of just 22 degrees. If you went overboard under those conditions your fate was almost sealed. Bob continued "The first night, spray froze on the superstructure to the extent that we had to use chipping hammers and steam lances to restore the ship's stability." COMSERVLANT asked all senior officers, by ship type "Should we refuel?" The answers were "Negative" as the ships "...were taking five to six foot waves over the main decks and there was no real need to refuel." The refueling evolution went ahead despite the recommendation to the contrary and in the process "...our First Lieutenant, who was supervising the operation from the Main Deck, was washed off his feet and ended up nearly overboard having caught the lowest lifeline with his elbows. Other ships were no so lucky. A total of five men were washed overboard and only two were recovered. The Oiler inhaul method proved very successful, but at the cost of three lives in peacetime." Bob concludes "To the best of my knowledge there was no official censure of COMSERVLANT." Just think of what the media would do with that sort of thing today!

PLAN OF THE DAY

How many of you have old "Plans of the Day" squirreled away somewhere? They are great for revealing what the RICH was doing at a particular time of her life, her daily routine and who was aboard then. Send them in if you have them. How about some from the 40's, 60's and 70's. The following example was sent in by Charley Hensey (then LTjg, now an attorney in NE) who served aboard in the Gunnery Department from 1957-60. The ship was just returning from its 1958 MED deployment with midshipmen aboard.



DUTY SECTIONS:

Off Duty Section: III
CPO & 1C Duty Section: III
ENLISTED DUT SEC: III
ENLISTED LIB SEC: I

UNIFORM OF THE DAY:

OFF & CPO: SER DRESS KHAKI
W/O BLOUSES UNTIL 1800
ENLISTED: UNDRRESS WHITES
ENLISTED LIBERTY: UNDRRESS
WHITES W/NECKERCHIEF
UNIFORM FOR ENTERING PORT
OFF & CPO: TROP WHITE LONG
ENLISTED: UNDRRESS WHITES

THE PLAN OF THE DAY WILL BE IN ACCORDANCE WITH THE ENCLOSURE (2) OF USS RICH INSTRUCTION 5520.1 EXCEPT FOR ADDITIONAL NOTES LISTED BELOW:

- 0100- (About) Anchor Annapolis, Maryland
- 0500- Reveille for Mess Cooks
- 0530- Reveille
- 0700- (About) Station Special Sea and Anchor Detail
- 0800- (About) Underway NORVA
- 1700- (About) Moor Berth 223, DesSub Piers

1. RICH will assume Nest Duty upon arrival NORVA until 0800, 5 Sep 58
2. It is expected that customs clearance will be granted at Annapolis
3. Liberty to commence upon arrival NORVA for Sections I & II to expire on board 0730, 5 Sep 58
4. The land we are passing is the country of LOS ESTODOS UNIDOS. It is rumored that the natives are friendly. The rate of money exchange is not too favorable. The drinks are just as potent as Barcelona and the Shore Patrol is just as unfriendly as Naples. It is also reported that social diseases a prevalent in some quarters. Overleave in this country is frowned upon as elsewhere.
5. The Gunnery Department make preparation to receive YP alongside aft to starboard for Midn transfer at about 0630

DAILY WATCH BILL

<u>OOD WATCH</u>	<u>P.O. WATCH</u>	<u>MESSENGER</u>	<u>SWEEPERS</u>
08-12	BARNARD, FT2	SCHUMAKER, SN	GILLIAM, SN
12-15	MORITZ, BM3	O'NEIL, SN	MCBRIDE, SN
16-20 Ens Hensey	O'LAUGHLIN, GM3	DICK, SN	SPIRES, SN
20-24 Hoenes, MM1	BARNARD, FT2	SCHUMAKER, SN	GILLIAM, SN
00-04 Ennis, BTC	MORITZ, BM3	O'NEIL, SN	MCBRIDE, SN
04-08 Davis, MMC	O'LAUGHLIN, GM3	DICK, SN	SPIRES, SN

RESTRICTED UNTIL

DEPT DUTY P.O.

OPS:	ENG: HOENES, MM1
GUNNERY:	SUP: WILKES, SN
ORD: O'LAUGHLIN, GM3	DUTY MA: McELROY, BM



THE RICH'S DDE DESIGNATION

What was the origin of our ship's DDE designation? The RICH, like her GEARING (DD-710) Class sisters was first designated as a destroyer "DD" when originally placed in commission but in the fall of 1950 was re-designated as an escort destroyer "DDE." Then once again, some 19 years later she was re-designated a DD. What then was the origin of her DDE designation and how was the changing ship's mission and equipment reflective of her three successive destroyer designations?

Ships of the general type designated "destroyer", which is short for torpedo boat destroyer, have taken many forms since General Order No. 541 formally established the destroyer designation on July 17, 1920. The first U.S. Navy vessel that was actually what would be called a destroyer today, but was not so designated at the beginning of her service, was the BAINBRIDGE (DD-1). She was launched in 1901. The second BAINBRIDGE (DD-246), the successor to DD-1, was a flush deck, "4-piper", commissioned in 1921. The third ship to carry the BAINBRIDGE name began life as a guided missile nuclear frigate DLG(N) but was subsequently re-designated as a guided missile cruiser CGN. The "DL" designation means destroyer leader, the "G" guided missile and the "(N)" stood for nuclear. Each of these ships. Designated as a form of destroyer (or leader), represented very different vessels materially. The change in a ship's official designation was meant to more closely match her actual role in ever-changing missions. That mission in destroyers is often closely reflected in the evolution of the types of armament and, beginning in the 1940s, with the electronics they carried as well as how destroyers were tactically employed in the fleet.

The RICH, our 820, owes her lineage to the general fleet destroyer types of World War II. These vessels had evolved over a short period of about 10 years beginning with the building programs of the early 1930s. Displacement and length along the waterline of the 1930s destroyers increased from around 340' and 1,500 tons in the FARRAGUT (dd-348) Class of 1932 (first BAINBRIDGE DD-1 for comparison was 215' long and displaced 595 tons) to 369' and 2,150 tons in the FLETCHER (DD445) Class of 1942. The destroyers of that era were truly all-purpose small ships. As the naval war in the Atlantic basically developed into an anti-submarine war and that in the Pacific became an air-war-at-sea (notwithstanding the early ship-to-ship battles) the designs, armament and electronics equipment of destroyers evolved to meet the multiple needs of those conditions. It became a real task to build one DD ship class that could reasonably handle both ocean contingencies, anti-submarine as well as anti-air/ship warfare. Growing out of the 1939 designed FLETCHER Class the SUMNER Class (DD-692) was begun in 1941 and eventually resulted in 53 ships being built. Internally the FLETCHER and SUMNER classes were very similar from the engineering, and fire control systems standpoints. SUMNERS had all their 5" guns arranged in three twin mounts versus the FLETCHER's 4 or 5 single mount 5" dual purpose guns. Both classes carried torpedoes, the FLETCHERs 5 or 10—21" and the SUMNERs 5-21" Mark 14s. The anti-air armament in both classes consisted of varying numbers and arrangements of 20 and 40mm weapons. In order to increase endurance or steaming range of the SUMNERs as well as improving the design's other operating capabilities a 14' section was added amidships to increase the basic DD-692's fuel capacity. The new ship, designed to stay with and protect the wide ranging fast carrier task groups, had an increased cruising radius at 20 knots of about 30% or 4,500 miles as opposed to the SUMNER's 3,300 miles. The new design was designated the GEARING (DD-710) Class.

Our 820 began life as a standard DD-710 Class ship; 3 twin 5"/38 mounts (Mounts 51/52 forward and 53 aft). 1 bank of 5-21" torpedo tubes (MK-14) on the 01 level amidships, 2 two-gun and 3 quadruple 40mm mounts with additional single or double gun 20mm mounts. For antisubmarine armament the ship originally had two depth charge racks (MK-9) and 6 K-gun side throwing depth charge spigots (MK-6), three on each quarter.

Because the nature of submarine warfare was changing in 1948 the Navy originally designated two special types of destroyers to meet the situation the DDK (Hunter-Killer DD, only 2 ships were so designated) and the DDE or Destroyer Escort—yes you read it correctly: Destroyer Escort! Confused? So were lots of people. What then was the difference between the DE (true light destroyer escort like the original RICH DE-695) and the new DDE? The difference was size, speed, armament and endurance of the ships.



To “unconfused” us all the DDE name was thus formally change to become the Escort Destroyer in 1950. Moreover a fundamental change was taking place in the ship’s armament from that of the 1945 commissioning to better suit her for the ASW mission.

Mount 52 was removed and a trainable MK-15 hedgehog mount firing twenty four 50 lb. MK-6 projectiles replace it on the 01 deck forward. One group of ships to undergo DD to DDE conversion and re-designation included: NEW (DDE-818), HOLDER (DDE-819), RICH (DDE-820), ROBERT L. WILSON (DDE-847) and DAMATO (DDE-871). At some time on the RICH one of the depth charge racks was removed along with all the 20mm mounts and by the mid 1950s (perhaps 1956) the amidships torpedo tubes from the 01 level were also landed. In this period of time the ship also mounted starboard and port side thrown MK 32 homing torpedoes. The launchers, MK-4s, were located just forward of the quarter deck. At commissioning the ship, the editor was told, had two motor whaleboats but by the mid 1950s only one, that on the portside aft, remained. Along with the enhanced ASW weapons new and more powerful sonar were sequentially installed. The ship mounted HF/DF (“huff-duff”) equipment for radio direction finding and increasingly sophisticated radio, radar and electronic countermeasures (ECM) suites were installed.

By the mid 1950s the many SUMNER and GEARING DDs built during and just at the end of WWII were becoming obsolescent—“block obsolescence” was the term commonly applied to this condition in the fleet. Until the new ships that were being built were completed a stop gap program called the Fleet Rehabilitation and Modernization (FRAM) program was begun to up-grade ships like RICH to add more years to their service lives. RICH underwent a FRAM I Conversion (there was also a FRAM II program) in 1963. Altogether 95 GEARING and 63 SUMNER Class DDs underwent FRAM I and II conversions. By the end of these programs the majority of the Navy’s destroyers had been equipped with state-of-the-art antisubmarine warfare electronics and weapons. Thus because the post-FRAM destroyers were now essentially all ASW vessels with the DDE designation was superfluous. All these ships were again re-designated ad DDs by 1969. The circle had come completely around for the 820; DD, then DDE and finally a DD again.

PLANK OWNERS

We conclude the listing of the Plank Owners of the RICH as is shown in her commissioning booklet of July 3, 1946:

Chief Petty Officers

F. B. Anderson, CFC
T.J. Anderson, CWT
J.J. Breedlove, CMM
F. Britt, Jr., CTM
O.W. Doyle, CRM
P.L. Fluharty, CBM
D. C. Garrott, CY

C.P. Jones, CQM
I.H. Mathis, CPHM
W.D. Russell, CEM
C. Schumacher, CCS
E.M. Walker, CETM
L.W. Wilson, CMM
J. Woodruff, CGM

Ship’s Officers

Commander Robert C. Houston, Commanding Officer
Lieutenant Raymond J. Clare, Jr., Executive Officer
Lieutenant Leslie E. White, Gunnery Officer
Lieutenant (jg) James R. Meldrum, Engineering Officer
Lieutenant (jg) Ellsworth M. Ostrom, Jr., CIC Officer
Ensign William S. Fryer, Communication Officer
Ensign Paul L. G. Gesner, First Lieutenant
Ensign Clyde L. Scott, Torpedo Officer
Ensign Phillip E. Nelson, Asst Communication Officer
Ensign Richard H. Skidmore, Asst First Lieutenant
Ensign Robert R. F. Hurst, Supply Corp, Supply Officer



INVOLVEMENT IN DESTROYER MEMORIALS

There are a number of destroyers preserved as memorials throughout the United States. Maybe there is one near you. The Tin Can Sailors organization (PO Box 100, Somerset, MA 02726. Phone 508-677-0515) through its publication "The Tin Can Sailor" carries notices advertising Field Days aboard these ships. Field Days are generally weekends set aside for volunteers to contribute their labors in the maintenance and upkeep of the valuable vessels. Many individuals work in the areas and on the equipment they operated and maintained while in the Navy because they have a special and practical knowledge no longer available to the regular support staff on the ships. In many cases they need someone who can run a chipping hammer and knows how to put on "haze or deck gray" paint in the proper manner. Workers generally stay aboard and eat their meals on the ship. Each vessel runs its Field Day in a unique way. If you would like to be involved we reprint several notices from the last Tin Can Sailor advertising these opportunities.

USS TURNER JOY DD-951: Work is underway to make the TURNER JOY habitable again. When the work is completed, Tin Can Sailors will be able to hold regular Field Days aboard her. These will be weekends of working, sleeping and eating aboard. In the meantime the Bremerton Historic Ships Association and Tin Can Sailors invite you to come aboard on Sat. or Sun. to "work your rate" or volunteer your special skills such as electrician, plumber, carpenter, painter, welder, etc. Those who wish may bring their own tools. They can be stored in a secure area when not in use. For information call 360-792-2457 or write Don Talmage, PO Box 1368, Kingston, WA 98346. Phone 360-297-7487.

USS JOSEPH P. KENNEDY, JR. DD-850: The Fall Field Day will be held aboard the ship at Battleship Cove, Fall River, MA October 3-6, 1996. There will be a \$30 charge for meals. Contact the USS Massachusetts Memorial Kennedy Fund in Fall River. During the May Field Day there were 40 participants and they accomplished the following: welding and fabrication in the After Fire Room, repairing leaks in the forward expansion joint, repairing gearboxes on radar antennas, rebuilding air compressors in the After Fire Room.

USS KIDD (DD-661): The Fall Field Day aboard the ship will be held October 18-20, 1996 in Baton Rouge, LA. There will be a \$30 charge per person. Work Detail Preferences will be: Cooks and Food Service, After Engine Room Cleaning and Painting, 40mm Gun Mount Cleaning and Painting, Electricians, After Fire Room Cleaning and Painting, 5" Gun Mount Cleaning and Painting, Welding and Fitting, Mark 37 Fire Control and Deck Force Painting and Polishing. Contact Willard Foster, 10042 Highway 51, Wesson, MS before Sept. 15.

USS EDSON (DD-946): The 1996 Fall Field Day will be held aboard the ship on October 4 through 6, 1996. The ship is berthed at the INTREPID Sea/Air/Space Museum located on West 46th St & 12th Ave., in New York City. There will be free secure parking available to Tin Can Sailors on the pier alongside the ship and they ask that you carpool if possible. You may bring your tools and the crew will work, eat and sleep aboard. There is a cost of \$25.00 per person. Contact Robert Acosta, 148 Setter Place, Freehold, NJ 07728. There is a September 7 cut-off date.

*Iron Ore
to Newport News, New York and the River Fore
and then off to war.
After victory, bent into a plowshare'
but since enemies yet prepare,
old souls in reborn iron steam forth to bear
the cost of freedoms fare.*

Quote from: Memories & Memorials. The World War II U.S. Navy: 40 Years After Victory.
By Steve Ewing. Pictorial Histories Publishing Co., 1986

