

The 820 Newsletter

World Wide Web Edition



Volume 3, Number 4

November 1996

1997 REUNION - NASHVILLE, TN

Gary Wilson, Reunion Chairman, reports that plans are well underway for next year's RICH reunion in Nashville, TN on April 24, 25, and 26. We will be staying at the Shoney's Inn which is convenient to Opryland. Sixty rooms have been set aside for our banquet activities. Please be aware that the room rate is \$70 plus tax. Plans are being made which will allow you to select from the following activities:

- Thursday, April 24, evening dinner show on the General Jackson River Boat. (Cost \$50.87 per person including tax and tip)
- Friday, evening, April 25, entertainment at the Grand Ole Opry (Cost \$17.50 per person including tax)
Daytime tours conducted to points of interest (Cost \$20 per person)
River Taxi is available to and from the city. (Cost \$12 per person)
Wildhorse Saloon (Cost \$6 per person)
Golf is available upon request. (Cost to be determined)
RV accommodations are available upon request. (Cost to be determined)
- Saturday evening, 26 April, Reunion Banquet (Cost to be determined)

A formal notice and registration sheet will be included in the first issue of the "820 Newsletter" in 1997 at which time you can select the activities you wish to enjoy. Also, as in the past, you will be asked to send in the money to cover those activities you select.

Gary has received several calls as a result of information on the reunion contained in the last newsletter. He wishes to inform you that all specific requests have been noted. If you wish to contact the Reunion Chairman Gary can be reached at:

Gary Wilson
1006 Saratoga Drive
Brentwood, TN 37027
Phone: 615: 371-0130

Also Gary requests that everyone should start thinking about bringing a door prize that represents your state, city, the RICH or the Navy. These will be raffled at our Saturday night banquet.

LOOKING FORWARD TO SEEING YOU AT OUR 1997 REUNION IN NASHVILLE [Top](#)

MISSING SHIPMATES

The following shipmates are missing ... not AWOL but just missing. In each case the newsletter was returned by the Postal Service as being undeliverable. If you have an address for any of these individuals please send it to the editor.

ALLS, Maynard	SK1	1970-73
BROWN, Jim	SM2	1962-63
BURGESS, Arthur	CTFN	1955-57
CONIEG, John O.		
IRISH, George	ENS	1950-51
KELLY, William		
MAUCK, Jake	BMSN	1952-53
McINERNEY, Frank		1950-53
ORLANDO, Joe	E4	1960-62
ORTIZ, Lenny		
RICHMOND, John	EM4	1975-77
ROBINSON, Norbert	SC-GM	1966
ROWE, Bob	MM2	1948-52
SPARANO, Charles	ME2	1946-48
SPROUL, Charles		1946-
STOKES, Richard	EN3	1958-60

While the above shipmates are simply missing from our mailing list many of the original USS RICH DE-695 sailors, some 62, were listed as permanently missing on the ship's sinking on D-Day. The current DE-695 reunion group lists approximately 50 men on their roster out of the surviving 124 officers and men from the ship's 213 man D-Day complement. Recently they found a shipmate from that fateful day who they did not have on their list. He found out about their organization through a reunion advertisement in the DESA (Destroyer Escort Sailors Assoc.) newspaper. Through the DE-695 group this man, now 82 years old, was put in touch with a shipmate whose life he saved on the RICH's sinking over 51 years ago. So if you have any local veteran's newsletters put a notice in them about the existence of our 820 association; you can give them The 820 Newsletter editor's address and phone: 432 E. Irvin Avenue., State College, PA 16801, 814-238-8686 and we will do our best to sign them aboard.

IMPRESSIVE CUTAWAY - USS AGERHOLM DD-826

In a large glass and steel case in the Richover Engineering Building at the U.S. Naval Academy, Annapolis, MD rests a model of some 50 feet in length of the USS AGERHOLM DD0826 a GEARING Class DD like the RICH. What is amazing about the model is that one half of the ship is cutaway as if someone beginning at the bull nose and ending at the stern vertically sectioned the ship from the top of the stacks to the keel with one heck of a hack saw. The external reverse half or outside of the ship model appears as the real thing would be when viewed from the port beam with your eye at about the 01 level. The model is built to one eighth the size of the original- that would make it about 50' in length. This model, completed as a "training aid", was built by the firm of Gibbs & Cox during WWII at a reputed cost of some \$1.4 million. Think what the current price tag would do to the Navy Department's stingy budget in today's dollars.

Walking along the length of the model you can see into each and every compartment, the living, engineering and stores spaces, the fuel and water tanks, the magazines and all spaces major and minor from the peak tanks to after steering. Viewing this model is a close to being aboard the real thing as you can get. The fidelity of the model maker's handiwork is truly amazing. Bunks and lockers are rigged in the living spaces, the racks for ammunition are ready for filling, the steam kiddles and the galley range awaits the "LP" steam. You can look into the boilers in the firerooms where the firesides have been exposed with the steam drums sectioned so that you can see their "innards." All the piping is in place too. In the operational spaces you can see the black (or rather gray) boxes of the fire control machinery/electronics in main battery plot, the radios in radio central and CIC. Mount 51 and its handling room one deck below have been sectioned so that you can see the gun training and shell handling mechanisms. Each and every compartment that would have been in whole or part located on the ship's center line is open to you for inspection. Viewing this cutaway model of AGERHOLM, for the editor, has been one of the best "mind joggers" that I have experienced in trying to recall what was where in RICH. I sure would have liked to have had one to view before I went aboard to get a good idea of the layout of my new home. I do remember wall sized photo posters of this model for study but they pale in comparison to the effectiveness of seeing the actual thing even if it is in 1/8th scale. So if you are in the Annapolis area the model is housed at the U.S. Naval Academy. It is well worth the time to visit, view and study this outstanding example of a 1945 GEARING Class DD up-close and personal. [Top](#)

FROM THE GALLEY

OK all you chow hounds here's your chance to practice your culinary skills in reproducing all that good chow we had on the RICH. The editor located a copy of "The Cook Book of the United States Navy" published by the Bureau of Supplies and Accounts, NAVSANDA Publ. No. 7 revised 1944. I suspect that by the time the editor was on the ship the book had not changed much. The forward to the book reads: "Navy Dept., Bureau of Supplies and Accounts, Washington, D.C. 1 May 1944."

"The Cook Book of the United States Navy contains a summary of the principles of cookery, menu planning and a comprehensive collection of recipes based on the newer knowledge of nutrition. Many of the recipes were suggested and tested by the commissary personnel of the Navy, and all of the recipes have been developed and tested for practical use in the Navy. (Editor's note: how many were tested on a rocking-rolling DD in a heavy seaway?) Supplementary information which will be helpful to commissary personnel in preparing food of high standard is presented in tabular and other form." Signed: W.B. Young Paymaster General of the Navy. (What does a paymaster know about cooking anyway?)

Looking through the book you find that you can make gravy in 2 gallon amounts (Wow what would that do to your cholesterol?), basic sweet dough for those great sticky buns that came out of the bakery in the amount of 223 pounds, batches of 17 apple pies at a crack or soup - 6 gallons to serve 100 sailors for those homey midwatch rations. I was disappointed to find that the book does not contain a section on the care and cultivation of the "duty chicken" that was periodically walked through the chicken stock for soup flavoring or the handling the environmental conditions in the insectary where the weevils were raised prior to insertion into the soda crackers. Maybe those instructions are in the current edition of the Cook Book net to the Microwave Meals section. Anyhow a 6-gallon Navy Bean Soup recipe follows for your use (It will serve 100 of your best friends)

NAVY BEAN SOUP	Weights			
	Ingredients	Pounds	Ounces	Amounts (Approx.)
Beans, Navy, dried	5	8	3 ¼ quarts	
Water, cold			To cover	

Ham Stock			5 gallons
Onions, chopped	1		1 ½ pints
Ham bones			8
Cloves, whole			1 teaspoon
Flour		8	1 pint
Water, cold			1 quart
Pepper			2 teaspoons
Salt, if needed		4	½ cup

Pick over, wash and soak beans, in water to cover, 2 to 3 hours. Add ham stock (recipe follows), onions, bones and cloves. Heat to boiling temperature. Let simmer 2 to 3 hours. Remove bones. Blend together flour and water to a smooth paste. Stir into soup. Add pepper, and salt if needed. Reheat to boiling temperature. Note - 1. Ham bones may be omitted. 2. Flour may be omitted. If omitted, the soup must be stirred while serving as beans will settle to bottom on the contained upon standing. Variation: Follow receipt for Bean Soup and add 2 No. 2 cans (approx. 1 ½ quarts tomatoes to ham stock before simmering.

HAM STOCK	Weights			
	Ingredients	Pounds	Ounces	Amounts (approx.)
Ham Bones	25			
Water, cold				8 gallons
Onions, chopped	1			1 ½ pints
Celery, chopped	1			1 quart
Carrots, chopped	1		8	4 ½ cups
Salt			4	½ cup
Pepper				¾ teaspoon
Bay leaves				5

Brown the bones in the oven. Add bones, onions, celery, carrots, salt, pepper and bay leaves to water. Heat to boiling temperature. Let simmer 6 hours, Strain and cool. Hold, uncovered, in refrigerator until needed. Note -1. Use stock as base for soups, gravies and sauces. Fat from the stock may be used for cooking. 2. Before using, carefully remove layer of hardened fat which helps to seal the top. There you have it. Call away the duty cook.

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THE RICH PLAYS IT BY EAR

The need to improvise and play-by-ear seems to have been and will probably continue to be the byword of the destroyer force. A long-ago incident recalls the men of the RICH's capacity to improvise and adapt to a rapidly changing situation. During the 1958 summer Lebanon Crisis RICH and other members of DesRon 36 spent a great deal of time steaming up and down the Levantine coast of Lebanon. Following our first patrol off that troubled country, 12-22 June (dates approximate), we had returned to Cannes, France for R&R after a FleetEx and a short interim stop in Genoa, Italy where we spent the 4th of July with all our bunting out. We arrived in Cannes on 9 July and were there 6 days when we had an emergency sortie order to return immediately to Lebanon. Arriving off Beirut we again steamed up and down in support the Marines ashore. COMSIXTHFLT, Admiral "CAT" Brown, was aboard, the USS DES MOINES (CA-134) a shiny ship that definitely was a Flagship and in the Cruiser Navy. Admiral Brown was often known to sprinkle biblical and other literary quotes, some quite obscure and puzzling, into his operational messages.

One late afternoon the communications officer was called to the bridge "on the double." Around the chart table and the CO, CDR Cecil Clark, was a cluster of officers worriedly shaking their heads and hastily thumbing through a jumble of tactical and operational publications on the chart desk in front of them. A message had just been received from the DES MOINES that read: "Close this ship at 1900 for TWILIGHT TUNES." For every previous operation or evolution there had always been numerous strange and clever code words for what was going to happen such as the one that now confronted the CO, XO and OPS Officer. It was baffling. No one knew what cryptic meaning TWILIGHT TUNES held. What had happened? Had we missed a vital message, was some bridge or operational publication out of date or worse still missing? Were we short a vital piece of important paper that would reveal the meaning of the baffling code word. To the perplexed Communications Officer the question: How Come?! Was posed in an not-at-all-friendly manner. What had the communicator missed that if we knew it would get the ship off this work-hook? Find out pronto! After two hours of tearing his safe apart and rummaging through stacks of classified documents and recent radio messages there was absolutely no answer to be found to clarify the cryptic meaning of TWILIGHT TUNES.

The captain just decided to close the DES MOINES and "play the thing by ear." Close the flagship we did with restrained breathing. On the fantail of that magnificent cruiser the blue jackets of COMSIXTHFLT's brass band were drawn up for a concert at sunset-twilight to some. "By Ear" we all learned of the hidden significance of TWILIGHT TUNES. Thanks to LTJG Ron Marqui's log for the approximate dates of this occasion. [Top](#)

ATLANTIC FLEET AND DESRONS REORGANIZED

"The Atlantic Fleet's surface combatant ships are being reorganized into six core battle groups, nine destroyer

squadrons and a new Western Hemisphere Group." The reorganization began in the summer of 1995 and shifts in home ports will continue through 1998.

The plan focuses on developing squadron integrity, increasing sailors' time in home port, economizing training, and providing a more efficient organization to meet Western Hemisphere requirements. The greatest savings and improvements in efficiency are expected to come from tailoring intermediate and advanced training to the missions the ships will perform. All ships will still complete the basic training phase, but for some the overall training time could be cut between 20 and 44 days. The change in training strategy should bring about 17 percent less time at sea between deployments for most cruisers, destroyers and frigates.

Once reorganization is completed, two cruisers will be permanently assigned to each carrier battle group. At the start of the intermediate training phase, a four-ship destroyer squadron, two submarines and a replenishment ship will join the core group to establish the battle group. Nine destroyer squadrons (numbers 2, 14, 18, 20, 22, 24, 26 28 and 32) will be used to support the six carrier battle groups, as well as supporting commitments with the Middle East Force, NATO's Standing Naval Force and other required operations. The squadrons will be assigned to the battle groups on a rotational basis, depending on where they are in their maintenance and deployment cycles. With minimal home port changes ships will be phased into the new squadrons upon completion of the current deployment schedules." Squadrons 14 and 24 will be home-ported in Mayport, FL while all other will be assigned to NORVA as a home port. (Navy News Services) [Top](#)

SHIP'S LOG

We continue the official Navy Department history of the USS RICH DD/DDE 820. The descriptive pieces on the history of our ship that are being continued in serial fashion in each newsletter are taken from Volume 6 in six volumes covering all the ships of the U.S. Navy published by the Naval History Division. You may be able to find a copy in your local library under its title: Dictionary of American Naval Fighting Ships 1959-," (Ref: VA61.A53). These volumes contain much more than just biographies of vessels and are very interesting reading.

"In 1968 RICH's Atlantic-Mediterranean employment schedule was interrupted for duty off Vietnam. From 13 May to 20 July, she provided escort and plan-guard services for attack carriers in the Gulf of Tonkin. At the end of the month, she assumed search and rescue duties off the coast of North Vietnam and continued them into September. She then concluded her tour in the Far East with naval gunfire support missions for South Vietnamese Army Forces and USMC operations in the I Corps area of northern South Vietnam, 21 September to 1 October." The editor would like to hear from those aboard during this period for any narratives/sea stories they would like to pass on about their SEASIA deployment-did the ship deploy via the Panama Canal?)

We also continue to pass on to you older hands entries from the log kept by CTC Ulysses Best during the period he was aboard: 1946-50.

<p>MARCH 1947 1 Underway 0900 from Venice, Italy arrived at Pula 1500 5 Pula 6 Underway 0530 to go to Naples 9 Arrived, 0715 Naples, Italy 10 Underway, 1352 from Naples, Italy for the USA 13 Arrived Gibraltar 0800 Underway 1230 for fueling with Holder 819 22 Arrive 0819 Newport, R.I. 26 Underway from Newport to Earl NJ. 1700 arrived Earl, NJ to off offload ammo 29 Arrived 1500, Manhattan, NY 30 Underway 1700 arrived at Brooklyn, NSY At Shipyard till September</p>	<p>SEPTEMBER 1947 15 Underway from Brooklyn NSY Took on ammo 16 Returned to Gravesend Bay N.Y.</p>
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RICH IN THE MED, MIDEAST AND INDIAN OCEAN - 1966

The following family-gram, signed by Captain L.K. Fenlon, Jr., was sent to the RICH's families on February 11, 1966. The 820 Newsletter thanks Tony Zampino, FA-EM2, 1965-68 for the contribution.

"Dear Families of the Rich: When I last wrote to you, USS RICH with your sailor aboard was in Naples, Italy for the Christmas holiday season. Now, six weeks later, the ship is steaming south through the Indian Ocean under blue skies and warm sun. Circumstances change rapidly in the Navy. From Sixth Fleet Operations in company with many other ships in the Mediterranean, USS RICH has moved to independent steaming under control of the Commander, Middle East Force in the Red Sea and Indian Ocean.

Let me explain in more detail. The Indian Ocean is the third largest body of water in the world. It is bordered by such important countries as India, Indonesia, Australia, and the many new nations of eastern Africa. The Navy supports the international commitments of the United States in the eastern Atlantic and Mediterranean with the Sixth Fleet and in the Pacific with the Seventh Fleet. But there is no (numbered) Fleet in the Indian Ocean.

Instead, ships are detached on a regular basis from the Sixth Fleet and sent through the Suez Canal to operate

in the Red Sea and Indian Ocean in order to provide support for U.S. International objectives in that area. These ships operate under the control of Commander Middle East Force, a Rear Admiral in the U.S. Navy whose flagship is a seaplane tender home ported at Bahrain Island in the Persian Gulf.

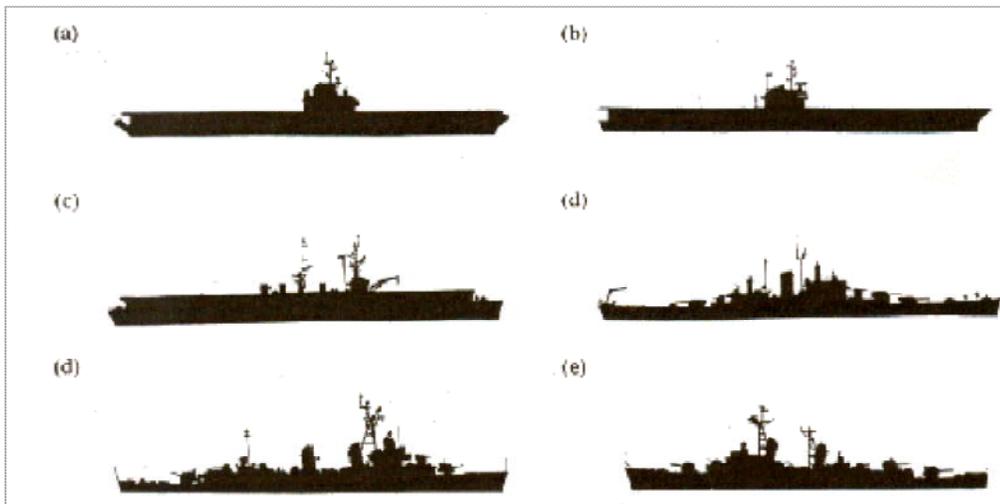
RICH will be attached to the Middle East Force until 9 March at which time the ship will rejoin the SIXTH Fleet in the Mediterranean. During this period RICH, with your sailors on board, will visit the various ports and countries shown on the attached map (see last page of Newsletter) some of which will have already been visited when you receive this letter. Our purpose in these visits is to "show the flag" and make friends for the United States. At the same time, we are present in the vicinity to protect our citizens abroad should trouble develop in any of these countries. The port visits to Jidda, Saudi Arabia and Assab, Ethiopia were very successful. In each port we made a short cruise of about four hours duration with up to fifty invited guests from the local community. The cruise included a fantail cookout where our guests could sample that favorite U.S. Food - hot dogs and hamburgers grilled over charcoal. In Assab a group of RICH sailors worked for two days painting and repairing the local Catholic orphanage. In addition the ship donated fifty old mattresses to the orphanage so that the children would no longer have to sleep on the ground or bare cots. We are looking forward to similar projects in the other ports to be visited.

On 17 February, your sailor will participate in the traditional Navy ceremony of crossing the equator. All hands are looking forward to this day and the initiation of the pollywogs (those sailors who have never "crossed the line.") by the shellbacks. There will be much pageantry when Davy Jones and King Neptune come aboard, and much fun for all members of the crew.

As I have told you before, I am extremely proud of the fine manner in which every man on the RICH is performing in his job. I also appreciated the support which they receive from you in the form of mail from home. Mail service during our deployment with Middle East Force is not as good as it is in the Mediterranean because of the remote location of many ports. Therefore, do not worry if you do not hear from your sailor as often as before. I can assure you that we are all thinking of our loved ones at home and looking forward to that great morning on 28 March when we arrive back in Norfolk." [Top](#)

LOOKOUT TRAINING

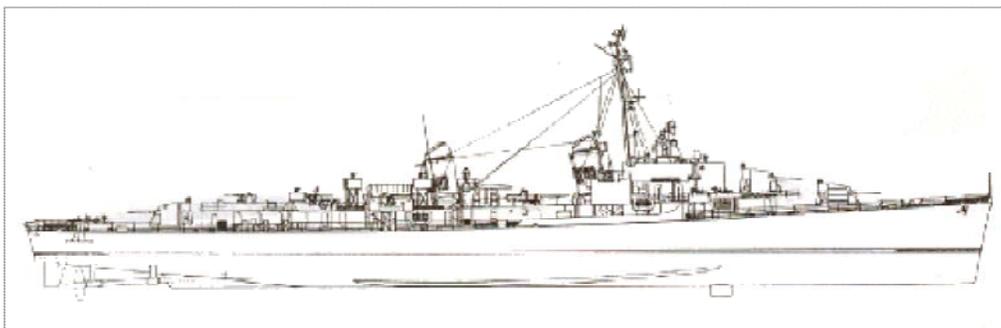
"Now all lookouts lay down to the mess deck for training." How's your memory? Can you identify the silhouettes below either by their class or by the name of a ship in the class? Answers will be in the next 820 Newsletter.



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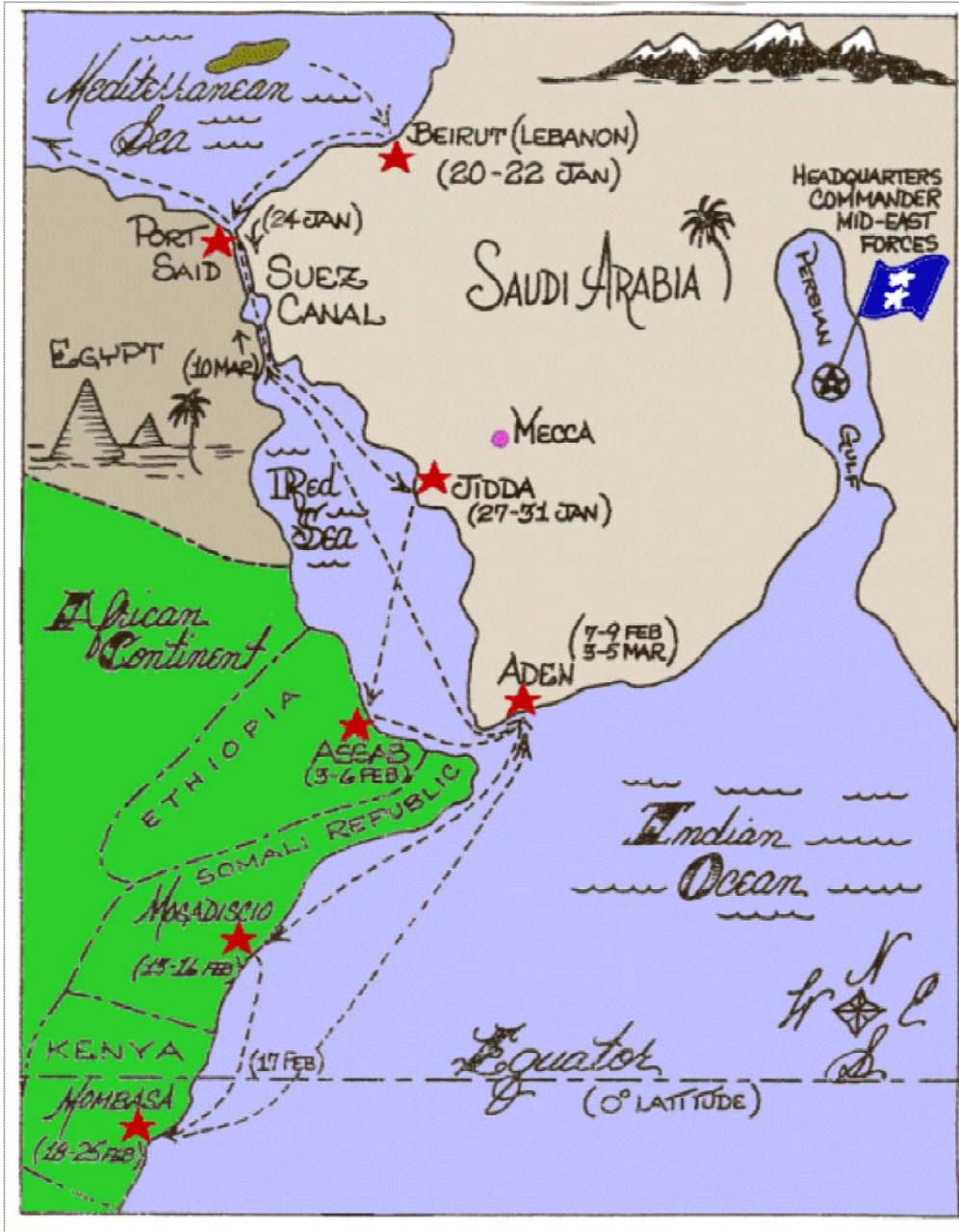
OUTBOARD STARBOARD PROFILE USS GEARING DD-710

As outfitted in 1945. From: Sumner-Gearing-Class Destroyers. Their Design, Weapons, and Equipment. Robert F. Sumrall. 1995 U.S. Naval Institute Press.



BEST WISHES FOR A HAPPY HOLIDAY AND PROSPEROUS NEW YEAR

From the editor of the 820 Newsletter and the officers of the USS RICH DD/DDE-820 Association



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Transcription courtesy of Pamela Compher