

# USS RICH (DD/DDE 820)

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## Online The ^ 820 Newsletter

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Volume 5, Number 2

May, 1998

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### **SHIP'S OFFICE**

Reunion 1999 Planning It's never too early to start planning. A number of our Association's Western members have wanted to hold our annual reunion "West of the Mississippi" for some time. Well, thanks to Johnny Skillen, we have crossed the father of waters and will be holding the annual gathering in Arkansas. Now's your chance for a large Western membership turnout. Your editor hastens to add he is a transplanted midwesterner (South Dakota, Missouri, Kansas), who grew up just outside (thank God) the beltway in Virginia, and now considers himself an "Easterner." I have no Eastern prejudices against -as some in close proximity to high places in Washington, DC claim- the great state of Arkansas and plan to attend. In fact one of my favorite great-aunts lived in that state and we used to visit her there. Anyhow, Johnny is working hard on the event to be held April 21-24, 1999. The gathering will be held at the Best Western Pines, 2700 E. Harding, Pine Bluff, AR, 71601, 870-536-8640. Rooms will be \$48 per night. You can contact Johnny at 912 E. 2nd St., Pine Bluff, AR, 71601-4570, phone 870-534-9527. Complete information will be found in the February 1999 issue of "The 820 Newsletter."

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### **Reunion DE-695**

This year's DE-695 reunion was held June 5-8 in Columbia Falls, Montana reports Dan Schmocker the 695's newsletter editor; it was a great one. Next year the original RICH's reunion group will hold their meeting in Pinehurst, SC. If you are in the region during the June 5-8 period (they hold it each year to coincide with the date -June 8, 1944- that the ship was sunk) drop by I'm sure the crew of that gallant ship would welcome you. When we find out the exact location we will include that information in "The 820 Newsletter."

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### **Annual Dues**

If you haven't sent in your annual dues (\$15) to the USS RICH DD/DDE-820 REUNION ASSOCIATION please do so ASAP. Send your check to:

Hoot Gibson, President  
USS Rich Association  
PO Box 506  
Pinopolis SC 29469

Help keep our association strong!

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### **WEB Sites**

## **TAPS**

We regret to inform our shipmates that Bobby Frank Owens who served as a BT2 in the RICH from 1955 to 1958 passed away August 6, 1997. He was born in 1937 and is survived by his wife, 3 children and 2 grandchildren. Bobby remained in the Naval Reserve, retired with the rank of Chief Petty Officer in the CBs, and was buried with full military honors. He worked in Atlanta, GA at the Center for Disease Control for 37 years. For those wishing to contact his wife the address is: 4105 Anniston Rd., Lithonia, GA, 30058.

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## **ON THE MAIN DECK**

### Watch Out for the Recoiling Hawse Pipe

If you have ever wondered, and I'm certain all but the Snipes have, how the Hawse Pipe Recoils here it is:

"Section I. General Considerations: All modern Hawse Pipes recoil when fired. In the case of a pipe having no recoil, the force acting on the mount, due to firing, is the product of the area of the bore and the effective powder room pressure.

Section II. Cycle of Operation: To obtain a clear understanding of the operation of the hawse pipe, go to the forecastle deck where you can look the ship directly between the eyes. This will enable you to see the scuppers and the scupper cams. When the anchor chain is let out, it trips the scupper cams, and by means of the missing link, passing through the bollards, operating shaft, seat pin, head chain, and the diagonal bilge, the scuppers are given a precessional gyroscopic rotation which causes 11 degrees of drift in the scuppers.

When this action takes place, the breech bolt lock is depressed by the firing pin, which is attached to the chain stopper spring, revolving the projectile around the stern post. The recoiling buffer lug is caused to go into a translational motion on the mainmast which is secured by an interrupted screw in the chain locker. Before disengaging the interrupted screw from the chain locker, the rammer man is advised to remove his rammer shoes and secure them to the fish davit. Other ships in the fleet, seeing the rammer man's shoes at half-mast on the fish davits, are obliged to acknowledge by displaying their pelican hooks, that such ship is privileged vessel, and to keep clear until the process of recoil is consummated."

This explanation is so much better than those your editor received at bootcamp in Bainbridge or at OCS in Newport he just had to include it lest it be lost forever in sea lore obscurity.

(Taken from: The Sideboy, United States Naval Reserve Midshipman's School, Columbia University, New York City, July 1943. )

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## **"NOW THE CREW OF THE MOTOR WHALEBOAT LAY AFT"**

Everyone of us, no doubt, has gone ashore on liberty or was conveyed to other destinations in the RICH's motor whaleboat. How many of you recall what she looked like? Over the 820's lifetime she probably had several "Marks" of the standard Navy whaleboat issued to her.

The following information and diagram is from "BOATS of the United States Navy 1960." Published by The Floating Drydock Co. "

A Navy boat is defined as an uncommissioned waterborne unit of the Fleet, not designated as a service craft,

and capable of limited independent operation. It may be assigned to a shore station or a fleet operating unit." It should be added, with some exceptions, that it be painted haze gray. The full description of the boat used in the mid 1950s was:

**26' Motor Whaleboat MK 2 (Magnetic).**

(It did have a certain magnetism didn't it with a nice deck line sweep from stem to stern?)

More official Navy specifications:

Purpose. To transport personnel and for use as a lifeboat.

Capacity. 22 men including crew

Crew. 2-3 men (usually 3; coxswain, bowhook and engineer) and sometimes a very junior Ensign as boat officer.

Length overall. 26' 3/8", Beam. 7' 4 5/8", Draft 2' 4" loaded.

Full load displacement. 8,850 lbs. (open) or 9,070 lbs. (canopied -RICH's was so in the mid-50s))

Hoisting weight. 5,550 lbs. with 2 crew, 6,450 lbs. with 8 man life saving crew.

Hoisted by davit located port side aft of number 2 stack.

Construction. Round bottom wood frame, caravel (i.e., smooth sided) planked.

Speed. 7 kts. full load displacement, Fuel Capacity 28 gallons, Range 110 nautical mi. at full power and full load.

Engine. 4 cyl. diesel, 25 hp. at 1430 r.p.m., Navy type DA, Navy type cylinder head, direct sea water cooled, 24-volt electrical system. Propeller. one 18" dia. by 25" pitch by 1 3/8" bore, right hand rotation.

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