

# The 820 Newsletter

World Wide Web Edition



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Ltjg Robert Baldwin, Editor

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## SHIP'S OFFICE

Reunion 1999! We're on for Pine Bluff, Arkansas and the 1999 reunion of the USS RICH. Johnny Skillen and his wife Kay (phone 870-535-3331) have set us up for a good time of comradeship and reminiscences with the formal program running from April 21 to April 24. Reunion headquarters will be at the Pines Best Western Motel in Pine Bluff with rooms running \$48 per night for RICH shipmates. There is a coffee shop in the motel. Call early to be sure you get a reservation (870-535-8640). As of the writing of this newsletter 30 of our friends have registered at the motel.

Our hospitality suite, always a popular gathering place for the crew, will be at the motel. Bring your sea stories, your photos, and memorabilia for display and discussion.

The following schedule, as full or relaxing as you want to make it, has been planned by the Skillens.

### Wednesday, April 21

1300: Registration at the motel. Hospitality Suite open till..... Registration Fee is \$15.00. A full schedule "Plan of the Day" will be available when you register.

### Thursday, April 22

0800: Casino Trip to the "Lady Luck Casino" in Mississippi for the day; no charge for the transportation.

1800: Cookout at the Skillen's - Ribs and Chicken. Hospitality Suite open, hours posted.

Friday, April 23 Tour of Points of interest in Pine Bluff - no charge. Golf Tourney, registration is \$25 with tee time to be announced.

1300: Hospitality Suite open

1800: Cookout at Skillen's - Arkansas Catfish dish!

### Saturday, April 24

0900: Annual meeting of the RICH Association Shopping for the ladies.

1300: Hospitality Suite open

1900: Annual Banquet, door prizes and raffle. Bring your items to raffle with proceeds going to the Association.

Sunday, April 25 Breakfast on your own...farewells until next year.

Click here for a [Reunion Registration Form](#). Must be at the Skillens no later than April 12th.  
Click here for a [Pine Bluff Reunion Map](#)

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## ANNUAL DUES

At one point, August 1996, we had over 280 shipmates (many not paying members) on the Association's roster. We now have 175 because those who did not "pony-up" their dues were removed. The reduction was the result of a conscious decision taken by the members voting at the 1997 reunion to "purge" our membership list of those not supporting the organization. Each year, at this time, we ask for your support by sending in your \$15 annual membership fee. Your fee goes for all the activities of the RICH's association including the 820 Newsletter that costs some \$700 per year to produce. At this point all the "labor costs" of the organization are voluntary....no one is paid a salary. Many voluntary hours are devoted to the Association especially by your officers, particularly the Association's President -E. R. "Hoot" Gibson and those shipmates and their wives who have hosted the annual reunions. We think that \$15 is a great bargain; please help out, support your Association and send in your dues today. A tear-off sheet is also included in this newsletter for your use. Enclose your check made out to the "USS RICH DD/DDE-820 Reunion Association" to E. R. Gibson, P.O. Box 506, Pinopolis, SC 29469.

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## RELIEVE THE WATCH - SECOND CALL

As indicated in the last issue we need a new editor to volunteer to take over the 820 Newsletter. The "job" is a very rewarding one since the editor gets to interact with so many RICH shipmates. You really don't need to be a journalist to produce the newsletter and there is all sorts of help available to assist you in getting our ship's quarterly communication out to the membership. I will relinquish the job after the last issue of this year, that published in November, and thus someone needs to come forward to pick up the job. What goes with the editorship is lots of archives; five years as a matter of fact. These records contain a good deal of information that has yet to be published in the newsletter and is the "grist" for a number of issues. We could have much more information too if shipmates would send in their reminiscences of their time aboard. We have very little in the archives, unfortunately, for you NAM era vets especially for the RICH's SEASIA deployment and gun-line activities. So someone needs to volunteer and get-up-to- speed to make sure the first issue of the New Millennium is published in February 2000. This isn't a Y2K problem however. We just need someone to step forward. The current editor will be happy to assist in the transfer to new leadership and would be willing to contribute selected "pieces" to future issues. Please let the editor, Bob Baldwin (814-238-8686) or the Association's President E. R. "Hoot" Gibson (843-899-7194) know if you are willing to accept the challenge. Without out a new editor the last issue will be the November issue this year.

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## WHAT IS A SAILOR?

"A sailor is a guy who is worked too hard, gets too little sleep, takes verbal abuse no civilian would take, does every imaginable kind of job at any imaginable hour, never seems to get paid, never knows where he's going, can seldom tell where he's been - yet accepts the worst with complete resignation, and last but not least, he really kinda likes it! You know why? When you're dog tired, been up since 4 A.M. working like hell all day, and about to hit your sack at 8 P.M., a voice shouts 'turn out the work detail!' Then you unload a ship's cargo of perishable refrigerated foods. - You are ready to die by 2 A.M., but the job must be finished before dawn. -Soon you don't care if you live or die, and suddenly ; you're a sailor, it's over and you did it and you think of all the people you know and how they would react under the circumstances and you begin to grin. You grin because you ain't scared of nothing, and it is a fact that there is no ordeal you can't face - and you know it!"

(From: BuPers Information Bulletin, NavPers 0 dated March 1945 -the forerunner of All Hands magazine.)



## THE UNITED STATES NAVY MEMORIAL - WASHINGTON, DC

"The U.S. Navy Memorial carries on a year-round schedule of public commemorations of key World War, Korean War and Vietnam War anniversaries honoring persons now serving on active duty. The Memorial is continuing a nationwide quest for naval service vets to inform them of their eligibility to enroll in the Navy Log in Washington, D.C. The permanent and publicly accessible video register has thus far collected names and service information of 236,000 present and former naval personnel.

The Log is part of the U.S.Navy Memorial and Naval Heritage Center, midway between the White House and the Capitol. Each Log entry contains the entrant's name, date and place of birth, dates and branch of service, highest rate or rank attained, duty stations served and awards received. Navy Log enrollments help support the

Memorial's values-based educational programs, which honor, preserve and celebrate America's enduring naval heritage. The Log, along with a complete exploration of the Navy Memorial and Naval Heritage Center, is now accessible through the Navy Memorial's Internet site, <http://www.lonesailor.org>.

A Navy, Marine Corps, Coast Guard or Merchant Marine veteran desiring to enroll should send his or her name, date and place of birth, dates of naval service, highest rate or rank and a \$25 tax-deductible enrollment donation to Navy Log - Dept. V, P.O. Box 96570, Washington, DC 20077-7685. A head-and-shoulders portrait photo may be added for an additional \$25 (photos cannot be returned). Enrollments make welcome gifts to veterans. Sponsored enrollments are also sought from relatives of deceased naval veterans. Log enrollments may also be made through the Navy Memorial's Internet site.

The Navy Memorial Foundation is a non-profit, tax-exempt organization that receives no government support for building and operating the Naval Memorial and adjoining Naval Heritage Center. Each year, the Memorial hosts nearly 500 active duty naval service reenlistments, more than a dozen wreath-laying ceremonies at the statue of the Lone Sailor, naval service retirements, and hundreds of visits by tour groups, school students and veteran's reunion organizations. The Memorial also arranges evening Concerts on the Avenue featuring the U.S. Navy Band and a springtime schedule of noon-hour concerts by visiting high school bands and choirs." And speaking of Navy logs we continue with Tom Hegle's account of his time aboard the RICH.



The Flypaper (NAS, Central Pacific)  
"Where's small stores, mate? And no wisecracks!"

Cartoon from Navy Information Bulletin  
1945

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## Tom Hegle's Log

**Friday, 19 June 1964.** Underway in VCOA (Virginia Capes Operating Area -editor) with DESRON 2. Stood the 12-16 JOOD watch. Put into Norfolk at 1800.

**Saturday, 20 June 1964.** In port. Worked on DASH from 08-2400.

**Sunday, 21 June 1964.** In port. Worked on DASH from 11-1600.

**Monday, 22 June 1964.** Underway from NORVA to CHAROPAR (Charleston Operating Area). Stood 08-12 and 20-24 JOOD Watch.

**Tuesday, 23 June 1964.** Underway in CHAROPAR with USS SAUFLEY (DD-465) and USS DARTER (SS-576). Had a lecture on merchant and enemy ship reporting. Stood the 12-16 JOOD watch and conducted maneuvering drills. (DARTER was the namesake of SS-227 who, with DACE SS-247, sunk the Japanese heavy cruiser ATAGO, and damaged the heavy cruiser TAKAO while the DACE was sinking the heavy cruiser MAYA in October of 1944 -editor)

**Wednesday, June 24, 1964.** Underway in CHAROPAR with USS SAUFLEY (DD-465) and USS DARTER (SS-576). Had a lecture on DASH. Did a day's work in navigation, but need much practice. Stood First Dog JOOD watch. Proceeded to Charleston with sick sailor at 1400. Navigation Class in OCS did us no favors by not letting us use a sextant, only doing the gouge sheets. Need to know the principles of celestial navigation, but LORAN C is more reliable and accurate. Trust it, and not what some boot Ensign or JG says. (Amen to celestial navigation -an art as well as a science. LORAN is still in use but is scheduled to be phased out. Has in most instances been replaced by GPS (Global Positioning System) -editor).

**Thursday, 25 June 1964.** Underway CHAROPAR with SAUFLEY and DARTER. Had a lecture on the

engineering conditions of readiness. Worked with Welfare and Recreation books in the morning and divisional training records in the afternoon. Ground Turn-up. 04-08 and 2nd Dog JOOD.

**Friday, 26 June 1964.** Underway CHAROPAR with SAUFLEY and DARTER. Brought the ship alongside the USS TRUCKEE (AO-147) this morning for refueling. This was my first try at this and I was very nervous, however, the Captain said it was OK, for my first try. Fuel hose aft jumped out of the truck and sprayed oil over everything aft, including one of my birds (QH-50-C).

On our way back to rendezvous with DARTER and SAUFLEY broke down and we circled her for 30 minutes while she made repairs. Stood the 08-12 and 20-24 JOOD. When the hose jumped out of the trunk I became more concerned over the damage to my spaces and equipment, and momentarily failed to pay attention to conning the ship. POOR FORM on my part. Conning the ship is a full time commitment. Do your job and let others do theirs.

[To be continued in the next newsletter.]

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## COMMANDING OFFICERS OF THE RICH

Marshall DuBois and the editor are trying to put together an accurate list of all the COs of the ship. This is what we have. Can any shipmates help us out on this? (Middle initials, accurate dates)

CDR Robert Houston	1946
CDR Edward L. Huie	1951-52
CDR Chas. Jenkins	1952-54
CDR Richard. W. Arey	1954-56
CDR John A. Lindbeck	1956-58
CDR Cecil Clark	1958
CDR Wm. D. Taylor	1959-60
CDR Chas. Harding	1961
CDR J. R. Rediger	1961-63
CAPT L. K. Fenlon	1965-67
CDR C. B. Gray	1969-70
CDR Edward C. Whelan	1967-69
CDR Hollis Robertson	1973-74

CDR George Stefencavage 1977-

Note gaps 1946-51, 63-65,74-77.

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See you in Pine Bluff!

[Quarterdeck](#)