

The 820 Newsletter



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Shipmate Search Continues On Course

Once again, the members of the USS RICH Association have demonstrated an outstanding example of compassion and generosity.

For the third straight year members at the Annual Business Meeting voted to continue funding the program that seeks out and finds the men who served aboard the United States Navy Destroyer USS RICH (DD/DDE 820).

The search program is operated by the Tin Can Sailors Association located in Somerset, Massachusetts. Many USS RICH sailors are also members of Tin Can Sailors.

TCS "Ace" researcher Jerry Tardif is a highly experienced locator who works with sometimes decades old official U.S. Navy records many of which are hand-written. There are also records which have been archived by the U. S. National Archives on microfiche, essentially a film which requires a special reader. Even still, the source documents are likely to be hand-written and it is not unusual that portions of the documents are un-readable.



Researcher Jerry Tardif

Obviously, none of the archiving technology in use today was available in that era although recent events might suggest that the older methods are more reliable.

The Navy records are not the only sources of information the researcher uses. Other resources may include city and county information and state and local death records, cemetery records in addition to public and private genealogy records.



If this whole scenario is beginning to look like an episode of "Mr. Keen, Tracer of Lost Persons" (NBC 1937-1955) you're very close to correct. Wikipedia has an interesting read about the Mr. Keen show.

Using a variety of methods (email, telephone and the postal service) if the researcher is fortunate enough to make contact there is no way to predict what he'll find waiting on the other end. Far too often he receives the sad news that the shipmate had passed away or perhaps worse, the person on the other end advises him, "I HATED THE !@#\$% NAVY AND DON'T CONTACT ME AGAIN!" But more often than not, the person being called is surprised, even astonished that someone from the USS RICH is looking for him and he's on the brink of traveling back in time 40 or 50 years. Bingo! The researcher's reward!

The numbers speak for themselves. He'll keep looking and we'll keep welcoming them aboard.

Lexo... what?

Lexophile is someone with a love for words, such as "you can tune a piano, but you can't tuna fish", or "to write with a broken pencil is pointless."

Here are some of the entries from a recent contest:

- .. When fish are in schools, they sometimes take debate.
- .. A thief who stole a calendar got twelve months.
- .. When the smog lifts in Los Angeles U.C.L.A.
- .. The batteries were given out free of charge.
- .. A dentist and a manicurist married. They fought tooth and nail.
- .. A will is a dead giveaway.
- .. A boiled egg is hard to beat.
- .. Police were called to a day care Center where a three-year-old was resisting a rest.
- .. Did you hear about the fellow whose whole left side was cut off? He's all right now.
- .. A bicycle can't stand alone; it is two tired
- .. The guy who fell onto an upholstery machine is now fully recovered.
- .. He had a photographic memory which was never developed.
- .. When she saw her first strands of grey hair she thought she'd dye.
- .. Acupuncture is a jab well done. That's the point of it.

Via Arlie Barbree , SN, 67-68

How The Fight Started.

Editor's Note: The August issue is tough to fill after a jam-packed reunion issue in May. So to add a bit of cheer to your life we're providing an additional dose of humor. Lord knows we can all use it. After reading these, the wife may not agree.

One year, I decided to buy my mother-in-law a cemetery plot as a Christmas gift. The next year, I didn't buy her a gift. When she asked me why, I replied, "Well, you still haven't used the gift I bought you last year!"

And that's how the fight started.

—o—

My wife and I were watching Who Wants To Be A Millionaire while we were in bed. I turned to her and said, 'Do you want to have Sex?'

'No,' she answered. I then said, 'Is that your final answer?'

She didn't even look at me this time, simply saying, 'Yes..'

So I said, "Then I'd like to phone a friend."

And that's how the fight started.

—o—

My wife and I were sitting at a table at her school reunion, and she kept staring at a drunken man swigging his drink as he sat alone at a nearby table.




I asked her, "Do you know him?" "Yes", she sighed, "He's my old boyfriend. I understand he took to drinking right after we split up those many years ago, and I hear he hasn't been sober since."

"My God!" I said, "Who would think a person could go on celebrating that long?"

And that's how the fight started.

(More fighting over there—>)

The 820 Newsletter



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You may contact us on the Internet at shipsoffice@ussrich.org or snail mail to 8926 Phylliss Avenue, Sarasota, Florida 34231-7722.

Editor	Marshall K. DuBois	SH2 (62-66)	941-966-1252
President	Johnny V. Skillen	BMSN (64-66)	870-535-3331 870-692-1173
Treasurer	Gary E. Wilson	SHSN (60-62)	615-371-9612 615-838-6450

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More How The Fight Started

When our lawn mower broke and wouldn't run, my wife kept hinting to me that I should get it fixed. But, somehow I always had something else to take care of first, the shed, the boat, making beer... always something more important to me. Finally she thought of a clever way to make her point.

When I arrived home one day, I found her seated in the tall grass, busily snipping away with a tiny pair of sewing scissors. I watched silently for a short time and then went into the house. I was gone only a minute, and when I came out again I handed her a toothbrush.

I said, "When you finish cutting the grass, you might as well sweep the driveway."

Doctors say I'll walk again but I'll always limp.

—o—

My wife sat down next to me as I was flipping channels. She asked, "What's on TV?"

I said, "Dust."

And that's how the fight started.

—o—

Saturday morning I got up early, quietly dressed, made my lunch, and slipped quietly into the garage. I hooked the boat up to the van and proceeded to back out into a torrential downpour. The wind was blowing 50mph, so I pulled back into the garage, turned on the radio, and discovered that the weather would be bad all day.

I went back into the house, quietly undressed, and slipped back into bed. I cuddled up to my wife's back; now with a different anticipation, and whispered, "The weather out there is terrible."

My loving wife of 5 years replied, "And, can you believe my stupid husband is out fishing in that?"

And that's how the fight started.

My wife was hinting about what she wanted for our upcoming anniversary. She said, "I want something shiny that goes from 0 to 150 in about 3 seconds. I bought her a bathroom scale.

And that's how the fight started.

—o—

After retiring, I went to the Social Security office to apply for Social Security. The woman behind the counter asked me for my driver's License to verify my age.

I looked in my pockets and realized I had left my wallet at home. I told the woman that I was very sorry, but I would have to go home and come back later.

The woman said, 'Unbutton your shirt'. So I opened my shirt revealing my curly silver hair.

She said, 'That silver hair on your chest is proof enough for me' and she processed my Social Security application.

When I got home, I excitedly told my wife about my experience at the Social Security office.

She said, 'You should have dropped your pants. You might have gotten disability too.'

And that's how the fight started.

—o—

My wife was standing nude, looking in the bedroom mirror. She was not happy with what she saw and said to me, "I feel horrible; I look old, fat and ugly. I really need you to pay me a compliment.'

I replied, "Your eyesight's damn near perfect."

And that's how the fight started.

There... wasn't that fun?



It's Dixie Cups And Cracker Jacks

About 30 women have donned “Dixie cups” and crackerjacks — and found an initial three-week wear test to be a love/hate relationship. *Most said they loved the new service dress blue jumper and its unique features and iconic look, which has been updated for the female frame. But others complained the wool is “itchy” and “un-comfortable,” and that the fit is neither flattering nor feminine. Master-at-Arms 2nd Class Ashley Fisher was not overly impressed about the appearance. She said, “When you’re wearing a dress uniform ... I feel like it should be flattering.”*

This wear test is designed to provide candid feedback to Navy officials, said Capt. Jeff Krusling, head of the uniform matters office. An 90-day wear test for about 300 volunteers is scheduled for the fall. There is no timeline for final evaluation and approval, but he said the turnaround “could be relatively quick.” The plan is to roll out the female SDBs along with the updated men's uniform by 2015. There are some differences in the female version from the proposed male uniform. in piping, and the female version incorporates many cuts and fits common to uniforms such as the service dress whites. A handful of sailors testing the new uniforms agreed they like the trouser pockets (two front and one in the back) and the side zipper on the SDB blouse. “In comparison to the female dress blues, I like these a lot more,” said Electronics Technician 2nd Class Melissa Rheume. “I feel like a sailor in them. ... It is comfortable and is tailored to me.” 3rd Class Alyzamarie Santos liked the greater range of motion and that there are only two layers, but she said she's still getting used to the piping around the wrists. The side zipper “is good, especially for females who are a little bit bustier,” said Santos.

Reviews of the trousers and Dixie cups were not as unanimous. Two trousers are being tested. One



Melissa Rheume, left, and Alyzamarie Santos

has a zipper in the front, the other on the side. Each tester was provided both sets. Rheume likes the way the side zipper looks and feels, but doesn't like the front zipper's visibility. Santos agreed that the front zipper looks unprofessional, but she said that version fits better. Fisher prefers the front zipper because the side zipper “bunches up funny.” She recommended the zippers be placed where the buttons are

on the men's trousers. Each wear tester was also provided two versions of the Dixie cup. One has a felt liner and the other a silicone. Rheume likes the silicone cover because “it is more practical and stays on better.” Santos gave the Dixie cup a thumbs-up because the current combination cover's rim does not work well with her hair bun and obstructs her view. But she does not like the silicone version, saying the band pulls her hair every time the cover is removed.

Each tester is recording personal experiences as well as comments from shipmates. Fisher said she has heard “mostly negative feedback” from more than 50 sailors. Most say the Navy should leave uniforms as they are because there are too many already. Rheume and Santos said they've had mostly positive feedback, with senior enlisted the least “open to change”.

[Source: Navy Times | **Lance M. Bacon** | 6 Jun 2014]

via Chuck Weber (LTjg 76-77)



Annual Business Meeting Highlights

Topics include VA, Recognitions and Reunions

The following items came before the general membership:

- The Minutes of the 2013 meeting were read and approved.
- The Treasurer's Report was presented and approved.
- There was a discussion regarding liability insurance which provides coverage to the Board, the Reunion Host and anyone who participates in the reunion committee. The Board has been trying to find general liability coverage for all Association needs but since 9/11 coverage is both difficult to obtain and expensive. No insurance carrier will cover a water event.
- There was a general discussion on finances with a statement of a general need to maintain adequate cash to meet unanticipated expenses.
- VSO Chuck Weber explained several veteran benefits and answered several questions. Anyone who has VA medical services or is a military retiree with Tricare For Life will not be impacted by Obamacare. Mr. Weber indicated he is exploring the 1968 and 1972 Vietnam WestPac cruises to assist members with future VA claims.
- Marshall DuBois provided an overview of the Shipmate Search Project reporting 214 shipmates had been located. Sadly 55 of these men had passed away. Through this effort 11 new members were present at the reunion. He requested additional funds to continue the project which members approved \$1500.
- The Annual Election of Officers was held with incumbents President Johnny Skillen; Secretary Steve Henry and Director Jerry Dunnigan were elected. Director Gary Wilson was elected to the office of Treasurer.
- Recognition and presentation of certificates were given to the following men in honor of their consecutive attendance to all twenty Ship's Company Reunions: Jerry Dunnigan, Don Hogg and Johnny Skillen. George Kilmer, who was on medical leave, received his certificate by mail.
- Dave Evans made a brief presentation on the benefits of membership in the Tin Can Sailors Association. TCS is the group who provides the services for the Shipmate Search.
- First-time reunion attendees were called forward to be recognized. Each shipmate received a USS RICH patch and a lapel pin. The ladies received a pink USS RICH dog tag.
- 2014 Reunion Host Jim Chester and Jo Ann Mauro were recognized for their outstanding efforts and success.
- 2015 Reunion Host Gary Medlin provided a slide presentation and overview of the plans for next year's reunion in Norfolk. Host hotel is the Quality Suites Lake Wright with a room rate of \$99 which includes breakfast. Activities will include a tour to the Nauticus Museum and USS Wisconsin and the Military Aviation Museum in Virginia Beach.
- 2016 Reunion is slated for Baltimore, Maryland area with Larry and Andrea Ingham hosting.
- 2017 Reunion is being explored for Pittsburgh, Pennsylvania area with Paul and Karen Angelicchio hosting
- Larry Dixon will explore a reunion cruise
- Future reunions will try to be held Monday-Friday in April each year
- Reunion locations west of the Mississippi are very unlikely due to 75%+ of the membership lives in the northeast and southeast areas of the country.



Future Platforms: Unmanned Naval Operations

This past summer, Chief of Naval Operations Jonathan Greenert and I stood on the flight deck of the aircraft carrier GEORGE H.W. BUSH, at sea off the coast of Virginia. We watched as the X-47B unmanned aircraft, a sixty-two foot wingspan demonstrator, made its first arrested landing onboard an aircraft carrier. It was a historic moment for naval aviation.

Every Naval Aviator knows landing on an aircraft carrier is about the most difficult thing you can do as a pilot. Recovering the X-47B safely aboard the ship, with the autonomous system landing independent of its human operators, was a vital step toward our future vision of a Carrier Air Wing. In less than a decade, this future air wing will be made up of today's F/A-18 Super Hornet strike fighters, MH-60 Seahawk helicopters, and advanced future platforms like the F-35C Lightning II Joint Strike Fighter and our next generation unmanned carrier aircraft.

The U.S. Navy and Marine Corps are America's "Away Team." We provide presence. We are where it counts when it counts, not just at the right time but all the time. We give the President and Combatant Commanders the flexibility they need to respond to any challenge. The platforms we buy to make up our fleet are an important part of our future. Unmanned systems are vital to our ability to be present; they lessen the risk to our Sailors and Marines and allow us to conduct missions that are longer, go farther, and take us beyond the physical limits of pilots and crews. Launching and recovering unmanned aircraft as large and capable as our manned fighters from the rolling decks of aircraft carriers is just one element of the future of maritime presence and naval warfare.

Helos Leading the Way

While we are designing and testing our fixed wing unmanned aircraft, some of our helicopter squadrons have been operating unmanned systems

– both in combat and maritime security operations – for years. The MQ-8B Fire Scout is our current unmanned helicopter system. It has been conducting missions including patrolling against illicit trafficking in the Pacific, counter-piracy operations in the Indian Ocean, and combat operations in Afghanistan and Libya. Since the Fire Scout's first deployments in 2009 our ships, helicopter squadrons, and Marine Corps units have been working together to refine and expand how we use the platform.

The next generation Fire Scout, the MQ-8C with its greater payload and longer range, made its first flight last year. It will deploy in support of our Littoral Combat Ships and Special Operations units. In the past year, we have stood up our first two Fire Scout squadrons in San Diego to train and organize the operators and maintainers who will work on these aircraft. Meanwhile the Marines continue to experiment and operate with the Cargo Resupply Unmanned Aerial System (CRUAS) which carries cargo to patrol bases and forward operating bases in combat areas such as Afghanistan, eliminating the need for dangerous convoys and potentially saving lives.

Under, On & Over the Sea

The future of unmanned systems in the Navy and Marine Corps is focused on incorporating our people on manned platforms with unmanned systems to create an integrated force. A good example of this integration is the Mine Countermeasures Mission Module we are testing for the Littoral Combat Ship. This module includes a small remotely controlled submarine which tows a mine-hunting sonar to detect the mines, paired with a manned Seahawk helicopter which neutralizes the mines once they are found. The development team is also working with unmanned surface and air systems for autonomous mine sweeping, shallow water mine interdiction, and beach mine clearance.

(continues next page ->)



By Secretary of the Navy Ray Mabus

Nobody can argue with the idea that when clearing mines we should keep our Sailors out of the mine fields and let our unmanned systems take those risks.

Last spring we had the first test flight of the MQ-4 Triton unmanned maritime patrol aircraft, and earlier this month it passed the half-way point in its flight testing. Its 131-foot wingspan – 30 feet wider than the manned P-3C Orion maritime patrol planes we have flown for decades – makes it today’s largest unmanned platform. Triton’s long, slender wings allow it to stay in the air with its sensors for a day at a time, providing persistent maritime coverage to the warfighter. Combined with the aircrews and operators aboard our new P-8 Poseidon manned maritime patrol aircraft, Triton will identify and track targets as necessary, ensuring that the fleet has a complete picture of what is happening at sea.

The Future Airwing

The X-47B is the culmination of an experimental program to prove that unmanned systems can launch and recover from the aircraft carrier. The program that follows this demonstrator will radically change the way presence and combat power is delivered as an integral part of the future carrier air wing. Known by the acronym UCLASS, for Unmanned Carrier Launched Airborne Surveillance and Strike system, it will conduct its missions over very long periods of time and at extreme distances while contributing to a wide variety of missions. It will make the carrier strike group more lethal, effective, and survivable. The end state is an autonomous aircraft capable of precision strike in a contested environment, and it is expected to grow and expand its missions so that it is capable of extended range intelligence, surveillance and reconnaissance, electronic warfare, tanking, and maritime domain awareness. It will be a warfighting machine that complements and enhances the capabilities already resident in our carrier strike groups.

Operating these platforms independently of a pilot, and with growing autonomy, greatly increases the possibilities for what we can do with them in the future. Unmanned carrier aircraft don’t require flights to maintain pilot proficiency; the operators can maintain their skills in the simulator. The planes will be employed only for operational missions, saving fuel costs and extending the service life of the aircraft. They also create the opportunity to advance new ways to use our aircraft, like developing new concepts for swarm tactics.

We are finalizing the requirements that will lead to a design for the UCLASS. We aren’t building them yet. We want to ensure we get the requirements and design set right before we start production in order to avoid the mistakes and cost overruns which have plagued some past programs. Meanwhile our other unmanned systems like the Fire Scout and Triton continue their success.

The Future of Naval Operations

Across the entire spectrum of military operations, an integrated force of manned and unmanned platforms is the future. The X-47B’s arrested landing aboard USS GEORGE H.W. BUSH showed that the Navy and Marine Corps are riding the bow wave of technological advances to create this 21st century force. But it is our Sailors and Marines that will provide the innovative thinking and develop the new ideas that are crucial to our success. The unmanned systems and platforms we are developing today, and our integrated manned and unmanned employment methods, will become a central part of the Navy and Marine Corps of tomorrow. They will help ensure we continue to be the most powerful expeditionary fighting force the world has ever known.

Ray Mabus is the 75th Secretary of the Navy, leading the U.S. Navy and Marine Corps. He has served as Governor of the State of Mississippi, Ambassador to the Kingdom of Saudi Arabia, and as a surface warfare officer aboard USS Little Rock (CLG-4).

From Gary E Wilson, SHSN (60-62) via the Internet

USS RICH - DD/DDE-820



Out Of The Past Was This A Day During Your Tour?

U.S.S. RICH (DDE 820)
PLAN OF THE DAY

MONDAY 14 March 19XX

UNIFORM OF THE DAY

ENLISTED: Undress Blue Baker

OFFICERS & CPOs: Service Dress Blue Baker

OOD WATCH BILL

1600-2000 - ENS MACFARLAND

2000-2400 - ENS VAN OVER

0000-0400 - AKRIDGE, QMC

0400-0800 - ENS MACFARLAND

COMMAND DUTY OFFICER - LTJG LAVIN
OPERATIONS DUTY OFFICER - LTJG LAVIN
GUNNERY & DECK DUTY OFFICER - ENS MACFARLAND
ENGINEERING OFFICER - ENS VAN OVER
DUTY MAA - WOOD, GM1
LIBERTY SECTIONS - I & II
DUTY SECTION - III

0600 - Reveille.
0615 - Turn to.
0645 - Mess gear.
0700 - Breakfast.
0800 - Quarters for muster.
0810 - Turn to. Prepare for entering Port.
0830 - Pay Day for Crew in Crew's Mess Compt. All men must bring I.D. cards.
1115 - Mess gear. Knock of ship's work.
1130 - Dinner.
1230 - Turn to. Sick call. Pipe sweepers.
1600 - Arrive Norfolk. Moor to USS SHENANDOAH.
1630 - Liberty commences for 1st and 2nd Sections to expire on board at 0730
Tuesday 15 March 19XX.
1645 - Muster the inport fire party.
1650 - Muster the fire and rescue party and Security Patrols - Instruct.
1715 - Mess gear.
1730 - Supper.
1915 - Muster all PALS and restricted men.
1930 - Eight o'clock reports.
2000 - Movie call.
2200 - Taps.

NOTE 1. The following officers will inspect the crew's meals today"
BREAKFAST - ENS MACFARLAND - DINNER - ENS VAN OVER - SUPPER - LTJG LAVIN

NOTE 2. The ship will get underway on 28 March 19XX.

NOTE 3. DESLANT basketball team defeated PHIBLANT 94 -75 in two overtime periods for
LANTFLT Championship.

NOTE 7. Liberty will not be granted until Customs Officials have cleared the ship.

W. L. Larson

W. L. LARSON
LCDR USN
Executive Officer

USS RICH - DD/DDE-820



What To Do On A Summer Afternoon

So... you think Disney has a corner on the market for exciting places to visit? Not so fast, Mickey. Probably within driving distance of your living room you're likely to find something that's more interesting, more cared for and more preserved than you. How about hanging out on an American warship? Nothing will bring back memories of your past than climbing up and down steel ladders or standing on the Bridge gazing out over the foc'sle while drifting back 30, 40 or 50 years.

Below is a very limited list of ships open to the public. Take your USS RICH Association ID and you may get in free or at a discount. You can find an extensive listing at www.hazegray.org/navhist/preserve.htm. Re-live the past!

Preserved Naval Vessels					
Number	Name	Date	Type	Place	Web
BB 60	<i>USS Alabama</i>	1942	Battleship	Mobile, AL	(www)
CVS 12	<i>USS Hornet</i>	1943	Aircraft Carrier	Alameda, CA	(www)
SSN 571	<i>Nautilus</i>	1954	Submarine	Groton, CT	(www)
DD 933	<i>USS Barry</i>	1956	Destroyer	Washington DC	(www)
DD 661	<i>USS Kidd</i>	1943	Destroyer	Baton Rouge, LA	(www)
BB 59	<i>USS Massachusetts</i>	1942	Battleship	Fall River, MA	(www)
CA 139	<i>USS Salem</i>	1949	Cruiser	Quincy, MA	(www)
DD 793	<i>USS Cassin Young</i>	1943	Destroyer	Charlestown Navy Yd, Boston	(www)
DD 850	<i>USS Joseph P Kennedy Jr</i>	1945	Destroyer	Fall River, MA	(www)
--	<i>Constitution</i>	1798	Frigate	Charlestown Navy Yd, Boston	(www)
BB 55	<i>USS North Carolina</i>	1941	Battleship	Wilmington, NC	(www)
BB 62	<i>USS New Jersey</i>	1943	Battleship	Camden, NJ	(www)
CVS 11	<i>USS Intrepid</i>	1943	Aircraft Carrier	New York, NY	(www)
CLG 4	<i>USS Little Rock</i>	1944	Cruiser	Buffalo, NY	(www)
DD 946	<i>USS Edson</i>	1958	Destroyer	New York, NY	(www)
DD 537	<i>USS The Sullivans</i>	1943	Destroyer	Buffalo, NY	(www)
DE 766	<i>USS Slater</i>	1944	Destroyer Escort	Albany, NY	(www)
SSG 577	<i>Growler</i>	1958	Guided Missile Sub	New York, NY	(www)
Cr.#6	<i>USS Olympia</i>	1895	Cruiser	Philadelphia, PA	(www)
CVS 10	<i>USS Yorktown</i>	1943	Aircraft Carrier	Charleston, SC	(www)
DD 724	<i>USS Laffey</i>	1944	Destroyer	Charleston, SC	(www)
AVT 16	<i>USS Lexington</i>	1943	Aircraft Carrier	Corpus Christi, TX	(www)
BB 35	<i>USS Texas</i>	1914	Battleship	La Porte (Houston), TX	(www)
DD 886	<i>USS Orleck</i>	1945	Destroyer	Orange, TX	(www)
DE 238	<i>USS Stewart</i>	1943	Destroyer Escort	Galveston, TX	(www)
BB 64	<i>USS Wisconsin</i>	1944	Battleship	Norfolk, VA	(www)
DD 951	<i>USS Turner Joy</i>	1959	Destroyer	Bremerton, WA	(www)



Personnel Changes

JULY 2014



Crew Reporting Aboard

Dunkelbarger	Larry F	EM1(SS)	66-66	Ballston Spa NY
Richter	Klaus P	RD2	66-66	Billings MT
Cooper	Bruce E	RD3	66-66	Erie PA
Cwikowski	Eric	RD2	66-66	N Fr Myers FL
Templeton	Bobby L	YN2	66-66	Mukilteo WA
Stills	Gilbert W	YN3	66-67	Montpeiler VA



Piped Ashore - Deceased

Sievert	Donald	SF2	46-49	Passed 11 Jul 14
White	Harold D	BT2	66-66	Passed 12 Jun 09
Adkins	Wayne L	BM1	66-69	LostAtSea 19 Oct 69
Hutt	Henry J	EM1	66-66	Passed Unknown
Perry	Custus		66-66	Passed 21 Nov 88
Mulkey	Joseph E	MM3	66-66	Passed 24 Jun 08

JUNE 2014

(Nothing To Report)

MAY 2014



Piped Ashore - Deceased

Bandomir	Wally	CS3	66-70	Passed 05 May 14
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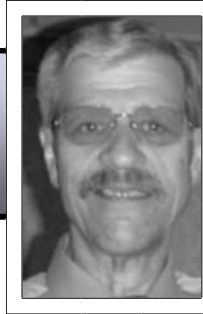
April 2014

(Nothing To Report)



Dunnigan's Corner

"Where the old sailors come for a good laugh"



An elderly man was stopped by the police around 2 am and was asked where he was going at that time of night.

The man replied, "I'm on my way to a lecture about alcohol abuse and the effects it has on the human body, as well as smoking and staying out late."

The officer then asked, "Really? Who's giving that lecture at this time of night?"

The man replied, "That would be my wife."



The four Goldberg brothers, Lowell, Norman, Hiram, and Max, invented and developed the first automobile air-conditioner. On July 17, 1946, the temperature in Detroit was 97 degrees. The brothers walked into Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car. They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately.

Ford got very excited and invited them back to the office, where he offered them \$3 million for the patent. The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg Air-Conditioner,' on the dashboard of each car in which it was installed. Now old man Ford was more than just a little anti-Jewish, and there was no way he was going to put the Goldberg's name on two million Fords.

They haggled back and forth for about two hours and finally agreed on \$4 million and that just their first names would be shown. And so to this day, all Ford air conditioners show -- Lo, Norm, Hi, and Max -- on the controls.

A Soldier, a Sailor, an Airman and a Marine got into an argument about which branch of the service was The Best. The arguing became so heated the four servicemen failed to see an oncoming truck as they crossed the street.

They were hit by the truck and killed instantly. Soon, the four servicemen found themselves at the Pearly gates of Heaven. There, they met Saint Peter and decided that only he could be the ultimate source of truth and honesty. ...

So, the four servicemen asked him, "Saint Peter, which branch of the United States Armed Forces is the best?" Saint Peter replied, "I can't answer that. However, I will ask God what He thinks the next time I see Him. Meanwhile, thank you for your service on Earth and welcome to Heaven."

Sometime later the four servicemen see Saint Peter and remind him of the question they had asked when first entering Heaven and asked Saint Peter if he was able to ask God for the answer to their answer?

Suddenly, a sparkling white dove lands on Saint Peter's shoulder. In the dove's beak is a note glistening with gold dust. Saint Peter opens the note, trumpets blare, gold dust drifts into the air, harps play crescendos and Saint Peter begins to read the note aloud to the four servicemen:

MEMORANDUM FROM THE DESK OF THE ALMIGHTY

TO: All Former Soldiers, Sailors, Airmen, and Marines
SUBJECT: Which Military Service Is the Best

1. All branches of the United States Armed Forces are honorable and noble.
2. Each serves America well and with distinction.
3. Serving in the United States military represents a great honor warranting special respect, tribute, and dedication from your fellow man.
4. Always be proud of that.

Warm Regards,
GOD, US NAVY, Ret.

Note: If you've heard this before you have a good memory. It appeared in the August, 2004 edition of the *820 Newsletter*. Ed.





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