



Kee Bird



Final Edition

USS/USCG Edisto Association

New Year 2020



USS BURTON ISLAND AG-89/AGB-1
(USCG BURTON ISLAND WAGB-283)



USCG EASTWIND (WAGB-279)



USS EDISTO AG-89/AGB-2
(USCG EDISTO WAGB-284)



USCGC SOUTHWIND WAGB-280
LEASED TO RUSSIA
(USS ATKA AGB-3)



USS ATKA AGB-3
(USCG SOUTHWIND WAGB-280)



USCG WESTWIND WAGR-281
LEASED TO RUSSIA
(USS WESTWIND AGB-6)



USS STATEN ISLAND AGB-5 (USCG
STATEN ISLAND WAGB-278)



USCG NORTHWIND WAGB-282



USS Glacier (AGB-4)
1954-1966



USCGC Glacier (WAGB-4)
1966-1987

There was a time when the United States ruled Much of the arctic Continent

That has changed. It is reported that Russia has about 40 icebreakers with 4 nuclear-powered in operation and 3 more nukes under construction. Canada has a dozen or more icebreakers and one can only guess how many China has. The move to acquire and dominate the Arctic region is underway with climate change sparking what could be called a new cold war. Check out this article at the address below. You may have to type the link into your browser.

<https://www.visualcapitalist.com/wp-content/uploads/2015/12/race-for-arctic-domination.htm>

75 Years of Breaking Polar Ice

BY DAVID F. WINKLER

The recent selection of VT Halter Marine Inc., of Pascagoula, Mississippi, to build the first of what is anticipated as a new class of icebreakers serves as a fitting milestone to mark the 75th anniversary of the introduction of the Wind class — the Coast Guard's first true icebreakers.

The firm of Gibbs & Cox studied pre-World War II Swedish- and Russian-built icebreakers in the process of developing blueprints for these unique ships. Seven American- and one Canadian-built variant of the design would enter service during the final two years of global conflict and the immediate aftermath.

Ironically, the American vessels were all built in sunny California, where the Western Pipe and Steel Co. earned the contract to construct the American hulls. The first hull to be laid in June 1942 and launched six months later would see service with the Soviet Navy beginning in 1944 thanks to the Lend-Lease program. That icebreaker would be returned to the United States in 1951 to be placed in service with the U.S. Navy as Staten Island. After 15 years as a gray hull, Staten Island was transferred to the Coast Guard for eight more years of service, finally being decommissioned in 1974.

Eastwind, also laid down in June 1942, was commissioned two years later under the Coast Guard flag and would stay in Coast Guard service until 1968. Southwind's keel was laid down a month after Eastwind's and, after seeing service with the Soviet Navy until 1950 and the U.S. Navy as USS Atka until 1966, she finished her final eight years in service with the Coast Guard. Westwind, laid down in August 1942, also saw Soviet service under the Lend-Lease program, returning to the United States in 1951 and entering Coast Guard service a year later, serving until 1988. Sister ship Northwind, laid down in July 1944, entered service under the Coast Guard flag just before the end of World War II and remained in commission until 1989. Edisto and Burton Island were laid down in May 1945 and March 1946, respectively, and were both commissioned in 1946 for service with the U.S.

Navy, both transferring to the Coast Guard to serve until 1977 and 1978.

One more WWII vintage icebreaker was built in Toledo, Ohio, for service on the Great Lakes, where iron ore and other materials needed to be transported year-round to support a steel industry working at capacity to sustain the war effort. Entering service in 1944, Mackinaw had a broader beam and a shallower draft than her ocean-going sisters. She remained in service until replaced in 2006 by another icebreaker of the same name. The original icebreaker is now a museum ship in Mackinaw City.

Nearly a decade passed before another icebreaker entered service with the U.S. USS Glacier became synonymous with Operation Deep Freeze as the more powerful icebreaker, capable of cutting into 20 feet of ice, supported 15 Deep Freeze expeditions into Antarctica. Transferred to the Coast Guard in 1966, the icebreaker continued to crush ice in both the Arctic and Antarctic regions for another 21 years.

Two decades passed before the two heavy icebreakers of the Polar class entered service. Both built in Seattle by Lockheed Shipbuilding and Construction, the Polar Sea entered service in 1976 and the Polar Star, a year later. The latter icebreaker remains in service, but the former is now inactive, essentially providing spare parts for the other vessel. The most modern icebreaker, Healy, is about to enter her third decade of service.

Besides the Icebreaker Mackinaw Maritime Museum, the public will have the opportunity to learn more about this unique type of vessel in the National Coast Guard Museum, scheduled to open in New London, Connecticut, in the coming decade.

After the opening of the much-anticipated National Coast Guard Museum, the American public will have two venues to learn about these remarkable ships and their contributions as icebreakers approach the centennial mark in service to the nation. ■

David Winkler is a historian with the Naval Historical Foundation.

For more on the future National Coast Guard Museum, visit www.coastguardmuseum.org. For more on the Mackinaw, visit www.themackinaw.org.



HMS Helen Pullin

HAPPY NEW YEAR 2020 TO ALL!

Many thanks to all of you shipmates and guests that attended the last reunion of the Edisto Association in New Orleans, June 2019. As usual, there was a great attendance and we were pleased to have Paul and Bruce Martin, sons of our 1959-60 skipper, CDR Robert Anthony Martin and lest we not forget, Ms. Helen Pullin, our one and only favorite New Zealand Kiwi who has traveled all the way from Australia to attend our reunions. The photo at left was around the time when she and her NZ Army mates would give a ride to – I choose my words carefully - “*inebriated*” sailors and take them to the Edisto before the New Zealand Bobbies picked them up.

We were pleased also to see Coasties Jack Orchard, Norm Dufour, Kevin Kelly and John Lazinski. Jack and Norm delivered a surprise in the form of two metal plaques that once adorned the Edisto bulkhead. These plaques along with other reunion material were given to Michelle Cicha for safe keeping and for presentation at any reunion in the future.

The weather in New Orleans was forecasted to be rain and Thunder storms but as usual, the Good Lord was shining on us because we had beautiful weather during our event. A week or so later however, a storm hit New Orleans and flooded Bourbon Street. I called the hotel's office and learned the young sales lady was actually sitting in ankle deep water and was about to evacuate and go home. NOLA Reunion photos and can be found at www.steadyeddy.org.

I wish to remind anyone who may have reason to travel to New Orleans that as a veteran or relative to a veteran, you would be most wise to visit the WWII Museum. It is in one word, FANTASTIC! It is very large and continues to get even larger. We noted a lot of construction was underway during our visit. If perhaps you are planning to visit, I recommend checking it out online before you go.

As we close down the Association and our reunion activities, it is important to note that our website www.steadyeddy.org will remain active at least until Sept 2025. I try and keep the roster up to date and will add any content that I think readers will find of interest. Additionally, the current slate of officers have agreed to remain on the executive board until the Association's dissolution is complete. That should occur early 2020 after taxes are filed with the IRS.

The late Jim Jensen's daughter Michelle Cicha has volunteered to plan a future reunion of the Edisto and I have sent her as much information as I have regarding planning and conducting reunions as we have in the past but I expect she will have her own plans and we all will enjoy them to the fullest. I have also added her as an Admin to our website so it's hoped that when she has news, it will be posted on there as well. And should she request my help, we will provide as much as we are able.

Many of you know that Kathie and I sold our Mims home of 31 years in 2017 and moved into an apartment in Titusville. A few of you have visited and know about the 3rd floor flush that sounded like a concrete block dropping down the wall. Only once or twice a day so we tolerated. Then a family of four moved into 2nd floor. Mom, Pop and 2 young boys. What you may not know is that Kathie and I purchased another home. No upstairs toilet flush or 2nd floor would-be basketball players. Our new address:

Glenn Smith 1875 James Circle, Titusville, FL 32780. Phone number: 321-362-5284

Mail Call

Shipmate Richard Smith, SN, '56-57 sent me this email.

Hi Glenn , My son sent this to me ,I thought you may like it .. More to it if you go to the end to You Tube. Merry Christmas To you and yours. Richard P. Smith 1956/57.

[Antarctica Ship Offload Time-Lapse 2012 - YouTube](#)

Do a search on YouTube for the link below or type the URL into your browser and sit back and enjoy. <https://www.youtube.com/watch?v=GIQ9vFSFk4>. It is a great look at an unloading operation in McMurdo Sound.



Earl in his Poopy Suit

Sometime back I received an email from Earl Ellsworth you that have made the trip to McMurdo. The ice shelf did bring back a sea story that some of you may recall the facts (I don't let those confuse me because I've already made up my mind.) but it was about a ship tied up to the ice – maybe before it was defined as a ice pier – that had a point in the middle where a ship would normally belly up to. Anyway the way the story goes, a tug was pushing the bow of the ship into the ice dock while a caterpillar was pulling the stern in.

The ice point was serving as a fulcrum so the ship decided to help out also. It may have been an icebreaker but the story has it that the caterpillar lost and was headed to the brink. True story? I really don't know but it does give one cause to use their imagination. It was a year or so ago that I heard from Earl Ellsworth who sent me a couple photos of himself and the roster for the 1959 Blue Nose initiation. What a wonderful time they must have had. Especially when they got the chance to crawl through the chute. Such fun. Just like when we were kids. Just don't be the last guy through as anyone who has gone through the chute will tell you.

I call your attention to another book about the Edisto written by one of our Coasties by name of Joseph A Greenleaf. The title is:

Bear: Dead Reckoning. In total darkness in the 1960s, an American Coast Guard icebreaker, the Cutter "Bear," escorts a thin-hulled WWII Liberty ship through the high Arctic ice to provide supplies and rescue beleaguered Air Force personnel at fire-ravaged Thule Air Force Base, near the North Pole. After a collision in the ice, south of Thule, the Liberty ship breaks in half and sinks, but not before ramming the icebreaker. Holed and afire, the crew abandons ship in -66 degree weather, high winds, and darkness, leaving behind a sole sailor, left for dead with a badly broken arm. As the ship starts to sink, and grow more frigid by the moment, the sailor must survive the cold, starvation, and Polar bears that have come aboard the dying icebreaker. ***I've read it and recommend you check it out. It was on Amazon.com***

When ye red noses are hailed before his
 majesty, heed ye manners. Ye shall
 kneel before him and beg his leniency.
 You shall hail him as such:

Hail to King Polar Bear
 whose justice is fair.
 Away with the red nose
 to do as Rex chose.

His Majesty,



The royal order of King Polar Bear:

Hear ye, all ye "red noses", ye are summoned
 before the court of his majesty, King Polar
 Bear, to be judged this day and punishment
 to be allotted as fitting.

Ye shall be in the uniform as prescribed
 by the royal court at 1100 until 2000.

OFFICERS AND CHIEF PETTY OFFICERS

Shirts on backwards
 Trousers wrong side our, rolled above knees
 Hats without covers

ENLISTED MEN

Flat hat
 Shirts on backwards
 Dungarees wrong side out rolled above knees

Red noses will not be permitted to eat at Blue
 Nose Banquet until it is over. Left over meal
 will be called away for red noses. They will
 be permitted to eat with one utensil - A royal
 knife!

SPECIAL ORDER

The smoking lamp will be out for all "Red Noses"
 at 1100. Violation of this order will not be
 tolerated by the court.

If any of ye men claim ye have been welcomed into
 the realm of King Polar Bear, ye will lay before
 the court ye credentials for review by the Royal
 Court.

REALM OF KING POLAR BEAR 1959

U. S. S. EDISTO (AGB-2)

King Polar Bear:

F. F. ESKRIDGE, EML

ROYAL COURT

Royal Artist	GLENN, SH1
Royal Physician	TONER, RM2
Royal Barbar	DOLAN, BM2
Royal Sherriff	BREWER, ICC
Royal Sherriff	SCHARDEIN, EN1
Deputy	SOULIA, AG1
	MICHAELKIVICZY, EN1
	MONDAY, BM2
	BEASLEY, EN3
Royal Fox	GALLOWAY, EN2
Royal Seal	BOLDUC, RM1
Royal Scribe	PREUSS, ENC



HEAR YE ALL RED NOSES HEED THESE SUMMONS

OFFICERS

LCDR G. V. WALLACE
 LT NICKERSON
 LT STEVENS
 LT ARNOLD
 LTJG DOWNING
 LTJG BEARDSLEE
 LTJG NELSON
 LTJG CRUMBLIDGE
 ENS RICHARDSON
 ENS MULHOLLAND
 CHBOSN LOER

CIVILIANS

MR. GIBBS
 MR. DAVIS
 MR. STRIBLING
 MR. LAWRENCE
 MR. WILKINS

CEO

COPE
 HOLT
 BROWN
 McATEER
 McDANIEL

ENLISTED

SHELTON
 GOLDMAN
 LALIBERTE
 EK
 LUCAS

ELLSWORTH
 TRUITT
 MOORE, J. K.
 LIVESAY
 CHARNEY
 GRANT
 FICHTINGER
 SCHERMANN
 BALIS
 MANSPEAKER
 WHIRLOW
 BAKER
 STELLING
 MCPHERSON, T.
 ROBINSON
 REMREY
 TSCHOLKOWSKY
 LESTER

HOSTAK
 ARMSTRONG
 SARGENT
 UTZ
 MABLE
 SHEPARD
 PARKER
 MARTIN
 THOMPSON
 MORSE
 BOFF
 RIOUX
 CRAVEY
 MOORE, H. A.
 HAUMANN
 MEYER

COUNSMAN
 MARSHALL
 ST GERMAIN
 WILSON, E.
 GARDNER
 MILLS
 FLORCZAK
 MCMINN
 TRIPANTER
 HAMMOND
 MCPHERSON, D.
 JACKSON
 VAUGHN, E.
 VAUGHN, R.
 POLLARD
 BALLARD
 BOWMAN
 PACHECO
 ESTRADA
 RIZK
 BENSON
 WOLVEN
 WARD
 MOORE, J. S.
 GEDDES
 VOGEL
 SNODGRASS
 KALMBACK
 WILSON
 FRANCE
 ALBERT
 GREEN, J.
 BRADLEY

Tiz sad that I have to report that so many of our shipmates have Passed



"We sailors never die. We just report to Davy Jones' Locker and Regroup."

the Bar. Having a little more time on my hands, I began searching the web for any new obituaries in order to update our roster. I was saddened to see so many men have died in the last couple years but when one thinks about the time we sailed, we are reminded that "all good things will one day come to an end."

Davy Jones Locker

About twenty years ago when Eugene "Stewburner" Fettinger , Bill "Tiny" Gallant, Tim Pancake, myself and others began compiling a roster and looking for Edisto sailors, we discovered about half were made up of Deceased and/or AWOL (couldn't find). As the years passed, the size of our roster grew but the number of Living declined. Recently I decided to conduct a search of the Internet for missing or deceased shipmates and was surprised to discover so many have passed the bar. It is very depressing but I will post the last two years (2018 & 2019) of new obituaries that I found and afterwards I will post the updated roster to our website, www.steadyddy.org.

2018

	Last_Name	First_Name	Rate	Onboard	Ship	Death
1	Aneser	Elmer L.	SA	51-52	AGB-2	24 Jul 2018
2	Aurisy	Vincent J.	SA	52-53	AGB-2	4 Jan 2018
3	Benko	Edward S.	SO3	51	AGB-2	21 Mar 2018
4	Billian	Edward A.	SA	51-52	AGB-2	25 Jan 2018
5	Borgstrom	John L.	ETN3	60	AGB-2	4 Sep 2018
6	Bourgeois	Leonard B.	S1	47-48	AG-89	12 Oct 2018
7	Bowen	Cecil W.	FA	57	AGB-2	31 July 2018
8	Chisum	Silver	PH3	47	AG-89	5 Jan 2018
9	Dreessen	Francis M.	LTJG	61	AGB-2	27 Aug 2018
10	Freeman	Oscar H.	AG1	47-49	AG-89	27 Feb 2018
11	Girton	Larry E.	AG3	Unk	AGB-2	16 May 2018
12	Harmison	William E.	EM3	58-59	AGB-2	11 Nov 2018
13	Klumb	Lawrence G.	SA	52	AGB-2	1 Nov 2018
14	Lahey	Thomas J.	SK2	61	AGB-2	15 Oct 2018
15	Napier	Eldon L.	SN	53	AGB-2	9 Feb 2018
16	Raiti	Nicolo (Nick)	SN	61	AGB-2	30 Dec 2018
17	Scholl	Paul V.	EN3	63	AGB-2	21 Dec 2018
18	Schroder	Richard S.	ADR3	64	AGB-2	31 Dec 2018
19	Snyder	Ridgley K.		59	AGB-2	6 Nov 2018
20	Taddeo	Anthony	GM3	52-55	AGB-2	Apr 10, 2018
21	Vanheertum	Bruce		59	AGB-2	01/30/01

2019

	Last_Name	First_Name	Rate	Onboard	Ship	Date of Death
1	Ash	Glyndon D.	HN	62-63	AGB-2	19 Aug 2019
2	Barnish	Joseph S.	SA	51-53	AGB-2	22 Apr 2019
3	Bigelow	Michael Richard	SN	57	AGB-2	27 Oct 2019
4	Bowers	Richard Alan	LTJG	55	AGB-2	29 Jan 2019
5	Bruder	Raymond J.	MR3	54-57	AGB-2	17 Jun 2019
6	Burch	Oris	SN	55-61	AGB-2	1 Dec 2019
7	Castonguay	Lawrence T.	FN	55-58	AGB-2	8 Sep 2019
8	Churma	Stephen G.	SN	50	AGB-2	16 Jun 2019
9	Collins	Richard W.	FA	51-54	AGB-2	13 July 2019
10	Conaway	Preston R.	EM3	58-61	AGB-2	17 Oct 2019
11	Dietl	John V.	FA	51-53	AGB-2	6 Dec 2019
12	Duffy	John J.	EMFA	52-55	AGB-2	11 Dec 2019
13	Dumey	Michael W.	FN	63	AGB-2	31 Jul 2019
14	Evangelista	James	ME2	49-51	AG-89	5 Jul 2019
15	Gratis	Paul R.	MMC	63	AGB-2	17 Mar 2019
16	Hansen	Verner T.	AG3	49	AG-89	1 Feb 2019
17	Hickey	James R.	SN	57-58	AGB-2	1 Apr 2019
18	Ivey	Ray Norman	JO3	61-63	AGB-2	2 Oct 2019
19	Jensen	James M.	QM3	60-62	AGB-2	4 Feb 2019
20	MacDonald	John A.	LT	55-59	AGB-2	16 Dec 2019
21	Mattson	Melvin C.	SH3	55-56	AGB-2	10 Dec 2019
22	Murdock	Ronald W.	AD1	Unk	AGB-2	28 Feb 2019
23	Neiboer	Keith A.	AG1	50	AGB-2	11 Oct 2019
24	Nemeth	Richard W.	SN	63	AGB-2	29 Oct 2019
25	Paxton	Robert Wiffing	YN	50	AGB-2	9 May 2019
26	Pease	Paul W.	ETS3	57-60	AGB-2	31 May 2019
27	Pulver	Louis L.	ADC	51	AGB-2	31 Aug 2019
28	Reidelbach	Robert L.	SKSA	48-52	AG-89	7 Feb 2019
29	Remrey	Dennis Lee	EN2	61	AGB-2	28 Sep 2019
30	Ross	Robert E.	AG3	54-55	AGB-2	6 Mar 2019
31	Schmeltz	Richard W.	RMSN	51-52	AGB-2	5 July 2019
32	Seeley	Frank W.		65	WAGB-284	9 Jun 2019
33	Stancill	O. J.	FN	57-59	AGB-2	31 May 2019
34	Stinebiser	James G.	RMC	60-64	AGB-2	12 Mar 2019
35	Tocci	Dominic L.	SN	47-48	AG-89	27 Feb 2019
36	Travis	William E.	FN	47-49	AG-89	3 July 2019
37	Walker	Wilford L.	EN3	50	AGB-2	24 Aug 2019

I should confess that this was supposed to be in your Christmas mailbox but alas, it wasn't meant to be. In fact I was inspired by a Kee Bird that I mailed some years back that had the cover of the Edisto in the ice in 1962 as seen below. If my recollection is correct, George Strayton, '62-64, gave this photo to Jon Newton, '58-59 who sent it to me for use in the 2010 Winter Kee Bird newsletter. Thanks to both of you.



The Spirit of Christmas Past

*Icebreaker USS Edisto AGB-2
Antarctica, 1962*

This has been a long and joyous journey for me beginning in 1959 when I enlisted in the Navy as an “old man” at age 22. The recruits in my company called me pops because I was the eldest among mostly 17-18 year-old. From the onset I knew that I wanted to be an electronic technician and I was. After electronics school, I was sent to radar school and all the while I was volunteering for submarines and before I graduated from shipboard radar school, I was accepted for subs and was sent to SR-1, submarine radar school. Afterwards I was sent to New London, CT. For a Florida boy, this was a miserable place – bitter cold and snow on the ground. And the nightlife for a sailor was fantastic! The USO and a Polish dance club. Then lady luck struck.

I washed out of sub training because X-rays revealed what may have been calcium deposits in my lungs and was assigned to the Chief Comm Sub Lant or such title to work as his gopher. The luck I mention was when I was transferred to the USS Edisto (AGB-2). The Admiral says that I was fortunate because it being an “AG” or auxiliary ship, it would rarely leave port. Wow. What luck.



More Mail Call

After completing my search for lost shipmates, I decided to get in touch with some of the men from whom I used to receive a good bit of correspondence relative to icebreaker news or other information that we found interesting reading. One gentleman in particular was our own Karl "Pete" Kettlehut, Ltjg '53-54. Only recently did I hear from him indirectly when his daughter sent me an email passing on Pete's comments. "89 and doing fine."

In the years before when I received mail from Pete I was always amused by his mailing address which was Carmel-by-the-Cornfields. It seems to me that he was a collector of Bentley and Jaguar cars. It is difficult to imagine what one does living in a cornfield.

But I drift...as I said, I recently heard from Pete via his daughter Ann who sent me a photo of her, Pete and two of her handsome children. One might say, Pete is "89 and doing fine."



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Back of Buckle



South Pole 90 Degrees License Plate



Ice Water Pin



Drink Cousie



Drink Cosaster



Hats are available with the patch as shown at right if preferred.



Coast Guard Patch



Navy Patch

Call or email Rich for inventory and price. He has Navy blue hats for sale with USS Edisto AGB-2 logo. \$25 includes postage

KATHIE AND I WISH ALL OF YOU A HAPPY NEW YEAR.

And if you are in Florida, give us a call: 321-362-5284