

USS EDISTO

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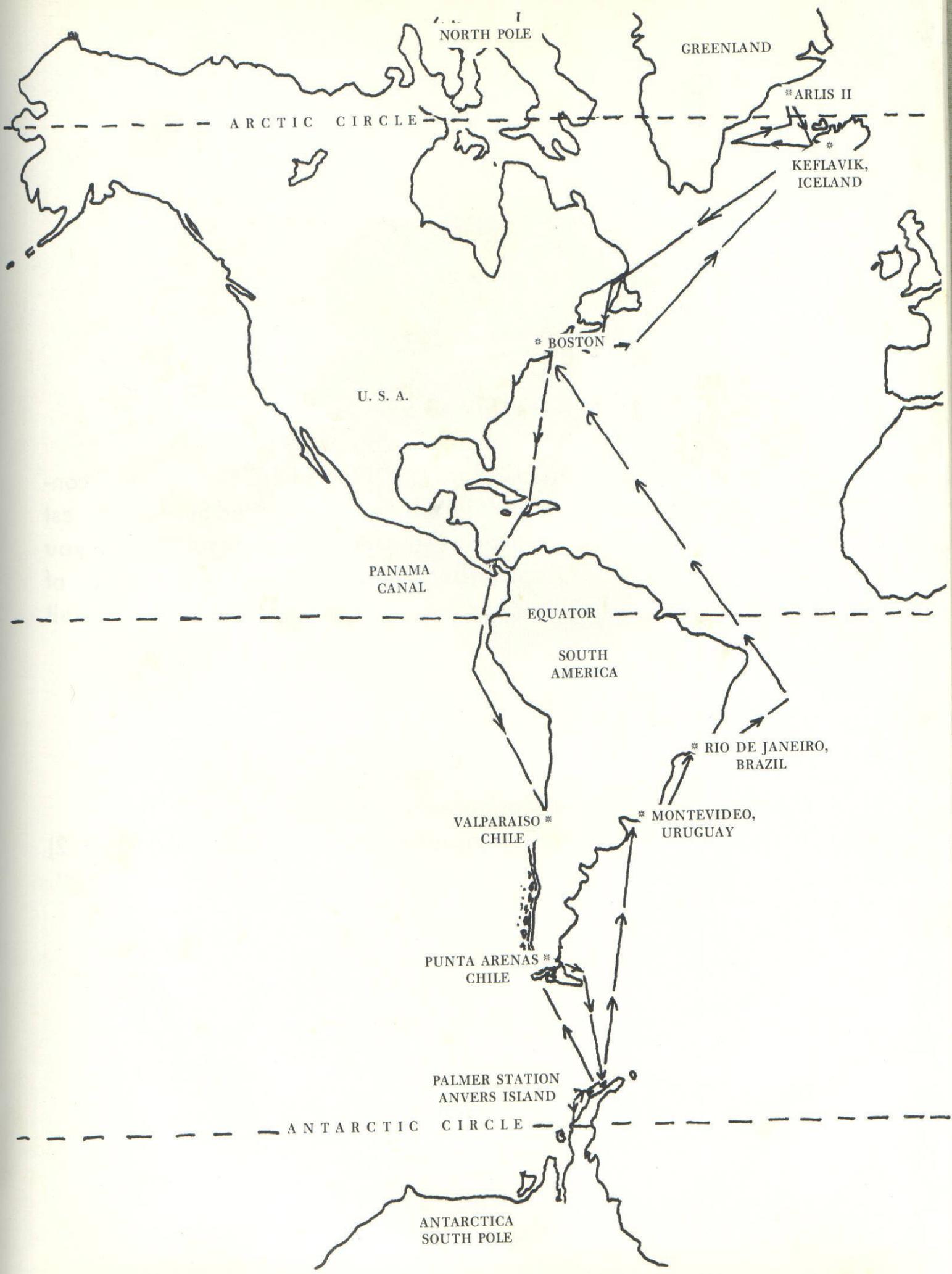
The construction of the U. S. Navy icebreaker Edisto was authorized by Congress on December 17, 1943. The ship's keel was laid by the Western Pipe and Steel Company, San Pedro, California on May 15, 1945 and was commissioned on March 20, 1947.

The USS Edisto was named for Edisto Island, South Carolina, located just twenty miles south of Charleston, South Carolina. The island is named for the Indian tribe that inhabited the island and surrounding area.

Since her commissioning the Edisto has become a well-seasoned veteran of both polar seas and has been credited with many outstanding assignments.

On May 10, 1963 Edisto received her present commanding officer, Commander Norval E. Nickerson. On her northern deployment in June 1964, Edisto transited Prince Christian Sound instead of rounding Cape Farewell at the southern tip of Greenland and is believed to be the first naval vessel to do so since 1941.

On 10 December 1964 Edisto departed for the Antarctic. She steamed south and transited the Panama Canal stopping for a brief visit at Rodman Naval Base and Panama City. On 20 December the equator-crossing ceremony was held and all slimy pollywogs were duly initiated into the Royal Order of Shellbacks. On December 29th the Edisto arrived at Valparaiso, Chile and after a brief stop headed to Palmer Peninsula via Punta Arenas, Chile and arrived 12 January 1965. Here Edisto had the sole responsibility of constructing a new United States research station. The mission was accomplished on 28 February, and on the way home Edisto stopped for rest and relaxation in Montevideo, Uruguay and Rio de Janeiro, Brazil. Just before arrival in Boston, the ship received an urgent request to rescue 20 scientists from Arlis II, a floating ice island research station off the coast of Greenland in the Arctic. Edisto answered the call and after a brief stop in Boston for reprovisioning, headed to the Arctic and encountered the heaviest ice conditions of her career. After three weeks of fighting and blasting her way, Edisto reached Arlis II and made a dramatic rescue and returned to Boston on 19 May 1965.



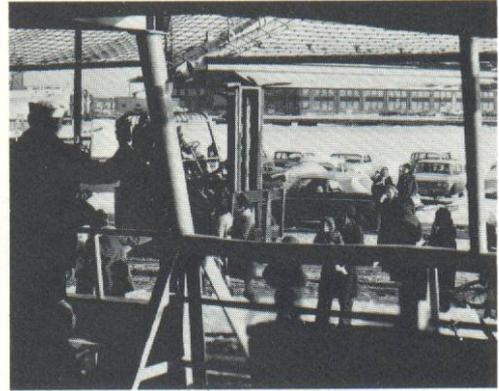
To the Officers and Men of Task Unit 43.5.1:

For your accomplishments during DEEP FREEZE 65 in the construction and establishment of Palmer Station, the United States' newest Antarctic station and the only one in the Antarctic Peninsula area, you may well be proud of your contribution to the scientific endeavor of our country and return home secure in the knowledge of a job well done.

N. E. NICKERSON
Commander, U. S. Navy
Commanding Officer, *USS Edisto* (AGB-2)
Commander Task Unit 43.5.1



Commander Nickerson has been the commanding officer of *Edisto* since May, 1963. He has completed 3 Arctic deployments since taking command and during this time *Edisto* has participated in Arctic replenishment of all the areas requiring icebreaker services in Labrador and on both the east and west coasts of Greenland.



The first flight quarters.

I MUST GO
DOWN TO THE
SEAS AGAIN



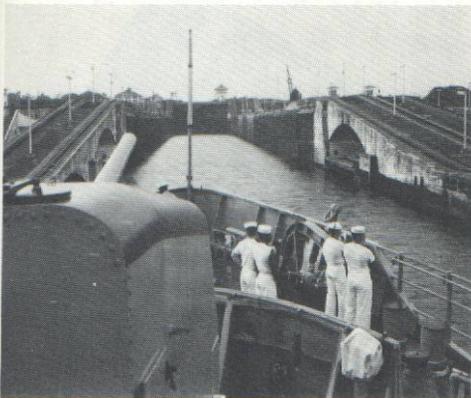
Four months isn't that long!



PANAMA



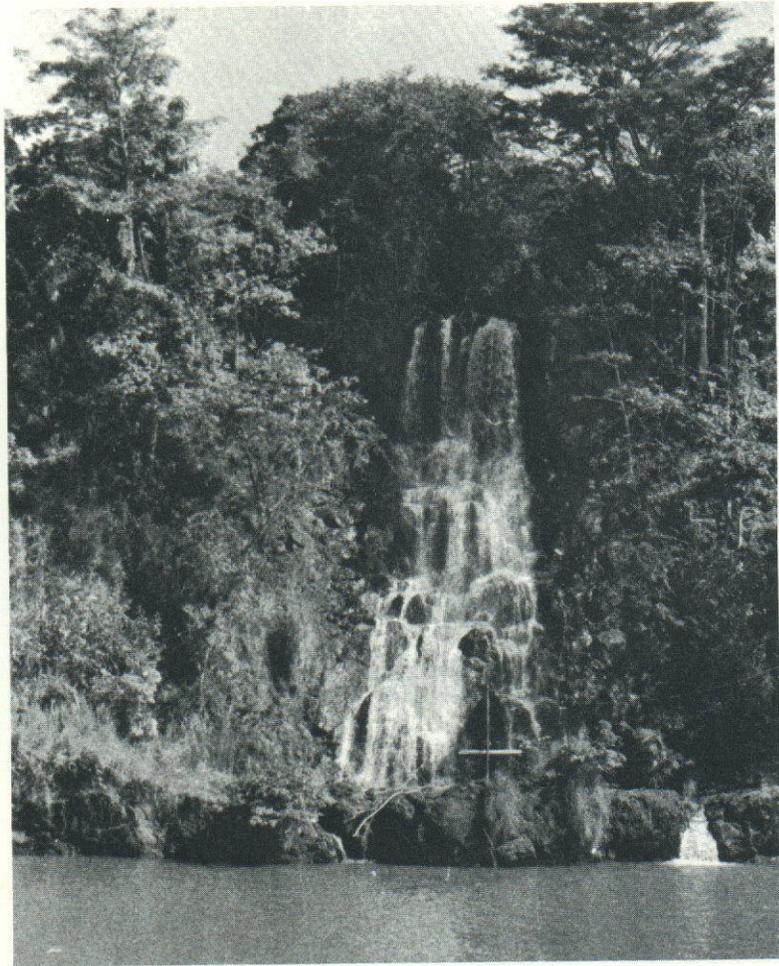
Good gosh — a golf hat and bow tie?



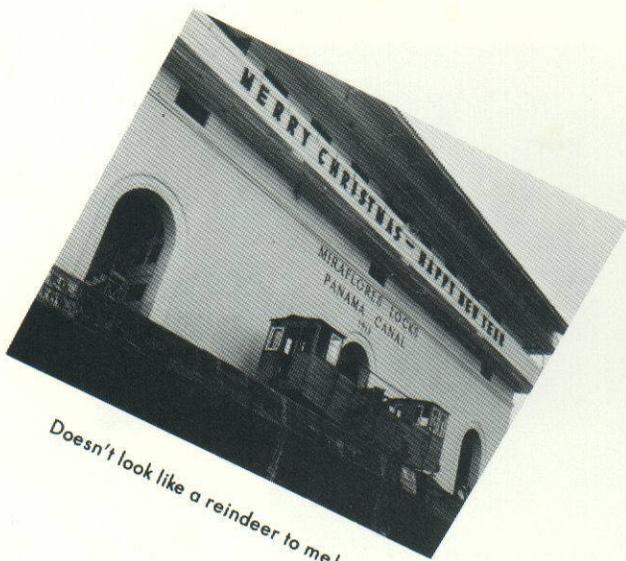
You're sure it's not a dead end?



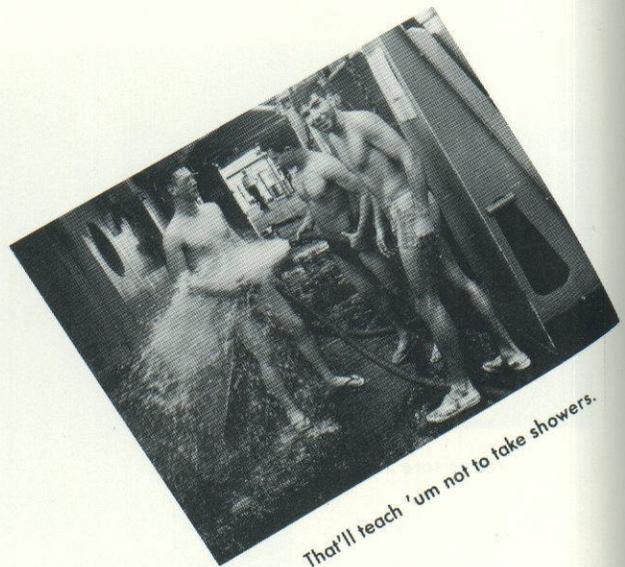
Whew!



Tropical Panamanian splendor.



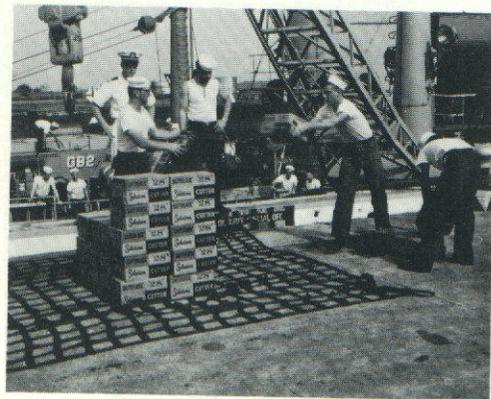
Doesn't look like a reindeer to me!



That'll teach 'um not to take showers.



You say all the *Edisto* crew are in there?



Careful – 28 was a good year.



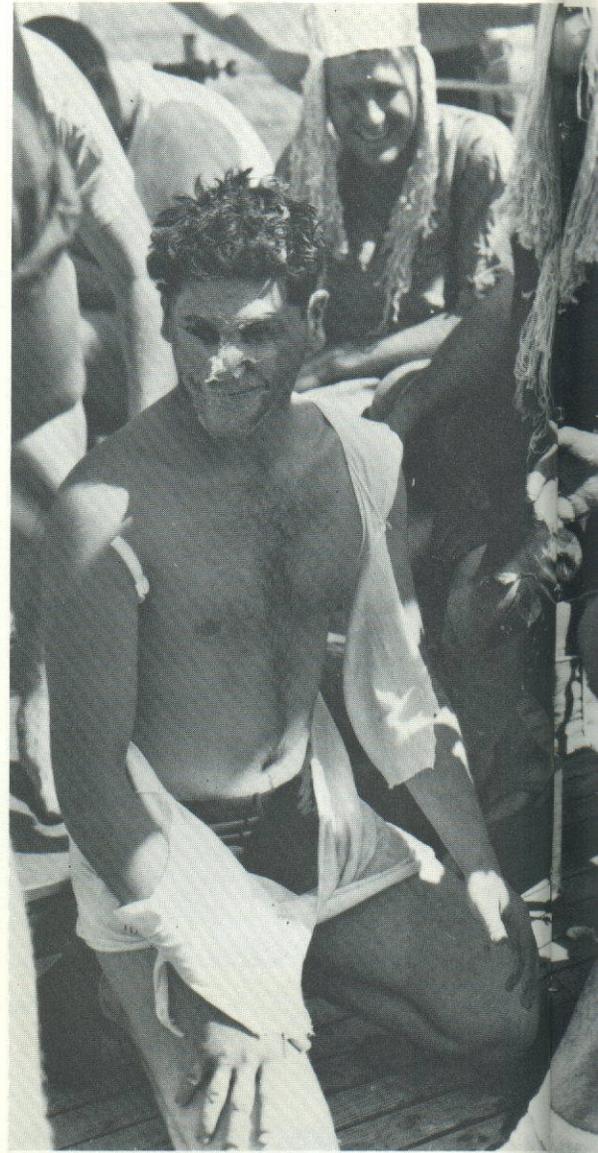
All this and girls too?



Need we say more?

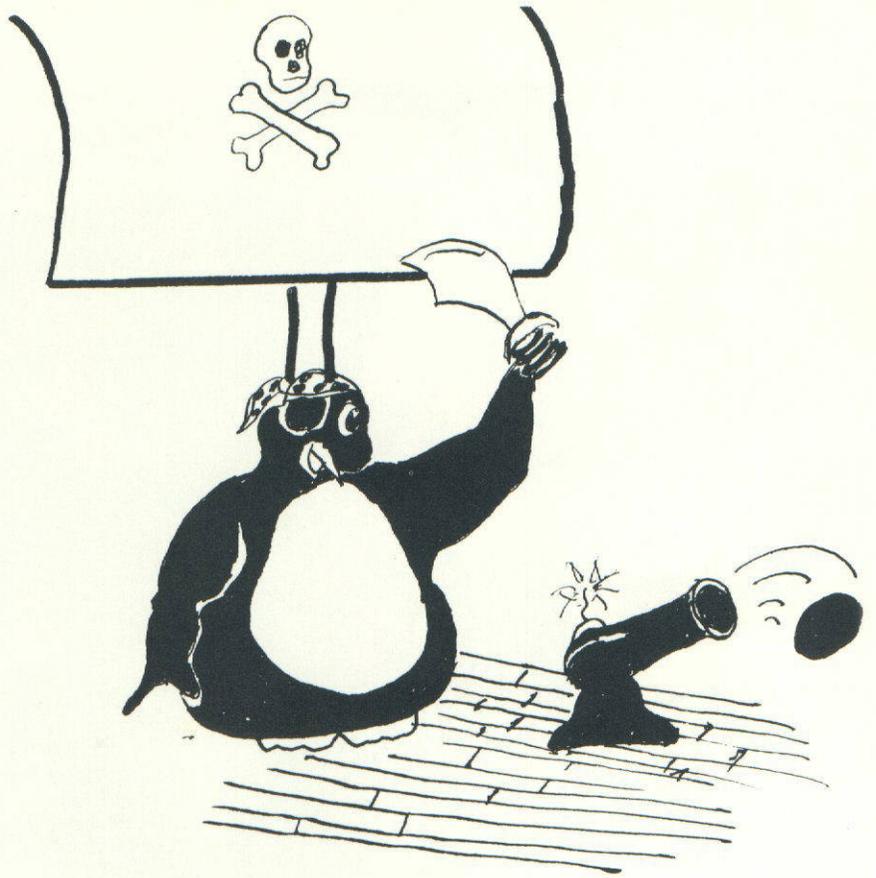
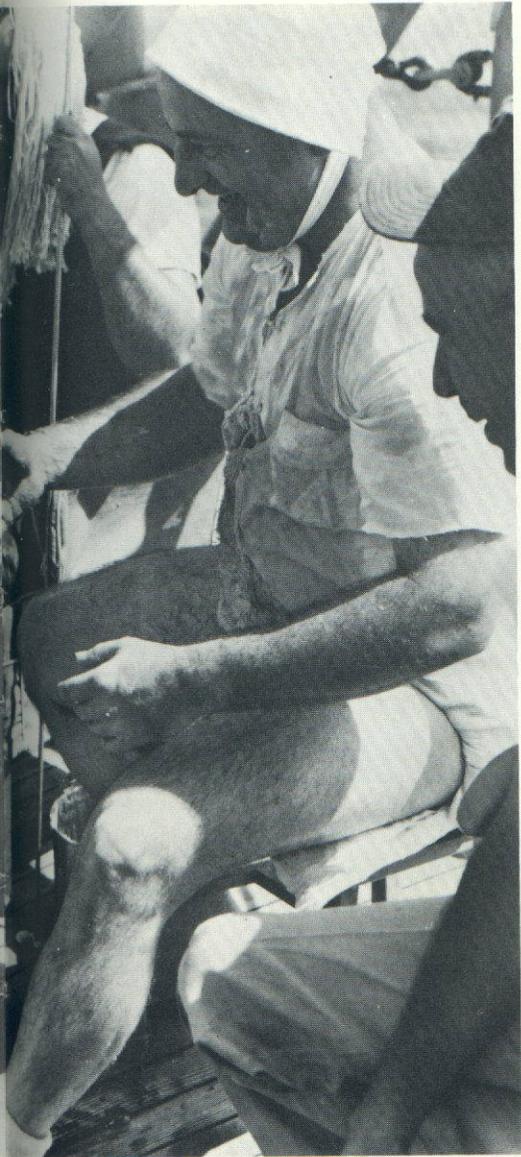


What do you mean he has been under ten minutes?



I was told there would be days like this.

EQUATOR



CROSSING

Oops! — Sorry, sir!



Strike two!



Now I can see 'um.



Too many cooks spoil the broth.



Mother please, I'd rather do it myself!



Collateral duties are really getting ridiculous!



Happiness is a warm puppy or good food.



We definitely need some silverware!



Fearless leaders?



OPERATION HANDCLASP



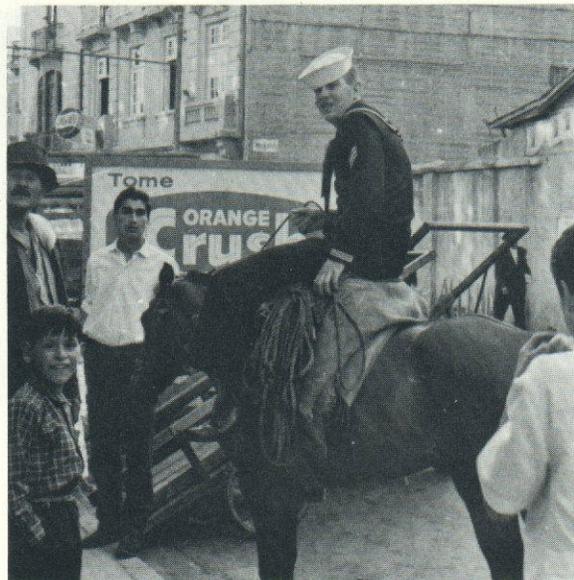
Must be giving out bubble gum.

VALPARAISO



Arturo Prat, liberator of Chile.

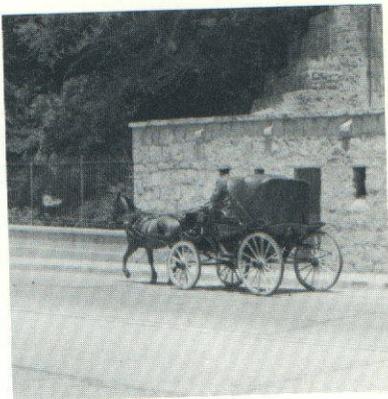
BESIDE THE SILENT SEA



Love at first sight.



Anyone for breaking the ice?



Follow that cab.





Captain Nickerson welcomes aboard the Chilean Commandante de Naval.



Inter-American relations.



One in every port? — Don't be silly!



Anything in Navy blue?



Well, now that the bus is broken, maybe we can flag down a low-flying burro.



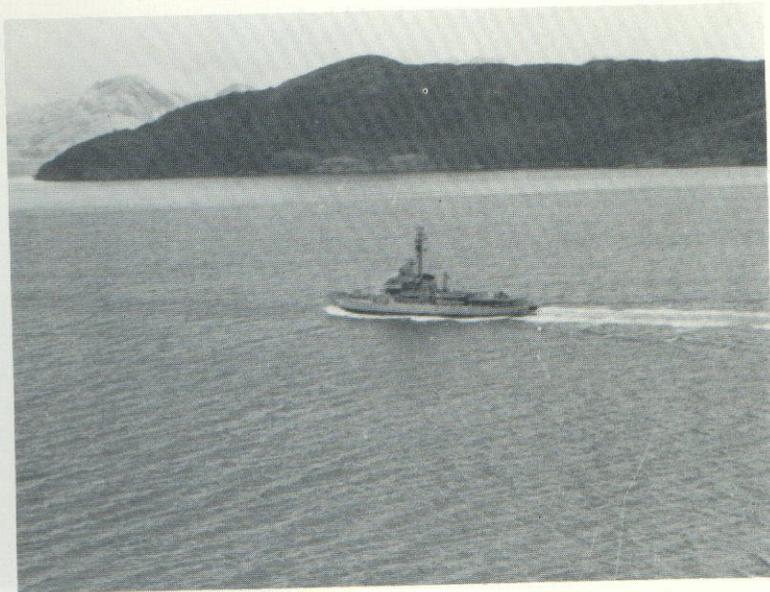
Does she go with the sweaters?



Eeny, meeny, miney, moe – Vine Del Mar, Valparaiso



What a view!!!



Magdalina Channel in S. Chilean Archipelago.



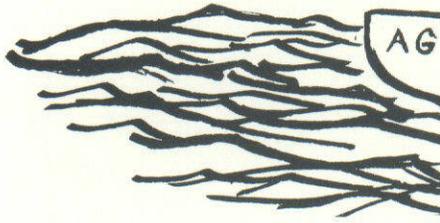
English Channel in the Chilean Archipelago.



Beagle Channel at Port O'Williams, Chile.

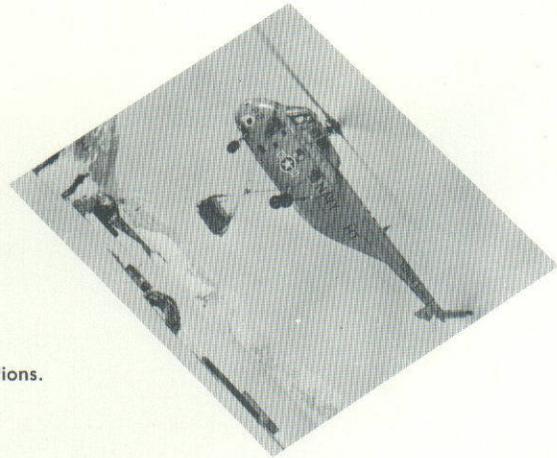
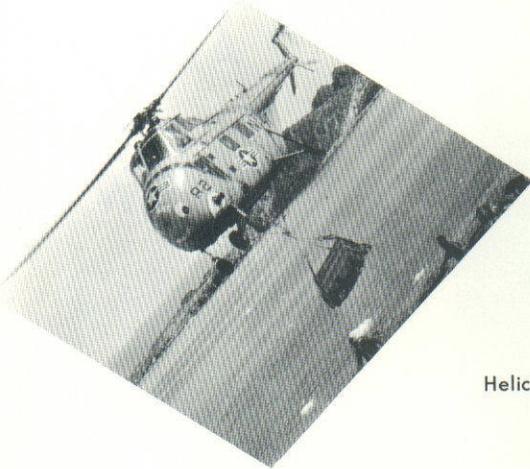
THE
LOFTIEST
PEAKS
MOST
WRAPPED
IN
CLOUDS
AND
SNOW

PALMER STATION



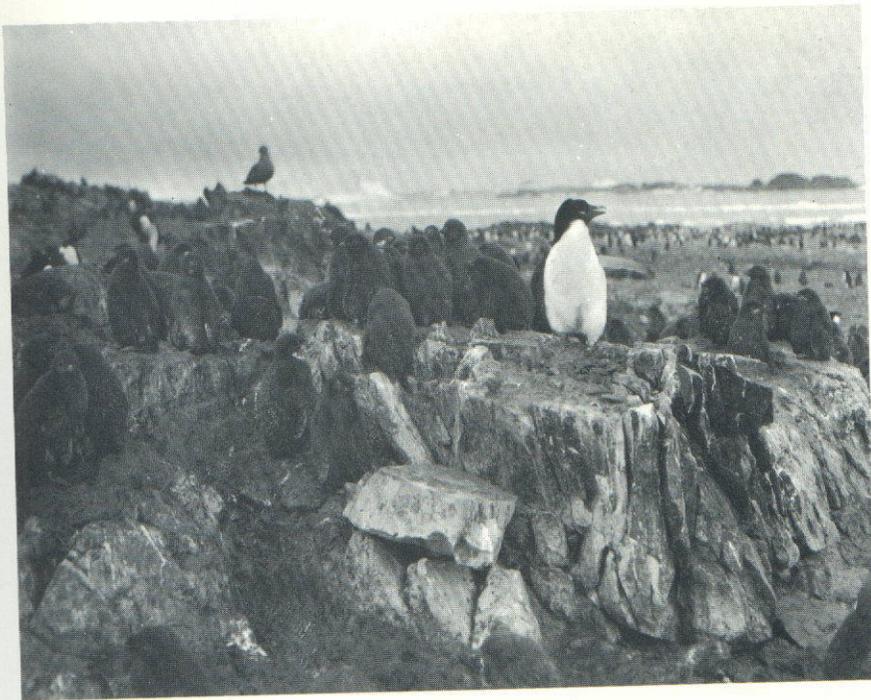
Chain gang.

FROM THE LONE SHEILING OF THE MISTY ISLAND



Helicopter operations.

ANVERS ISLAND, ANTARCTICA



Alright everyone into the tub.



The morning after.



Qui -----et!!!!



Now where did I put that box?



Georgia was never like this!!!!



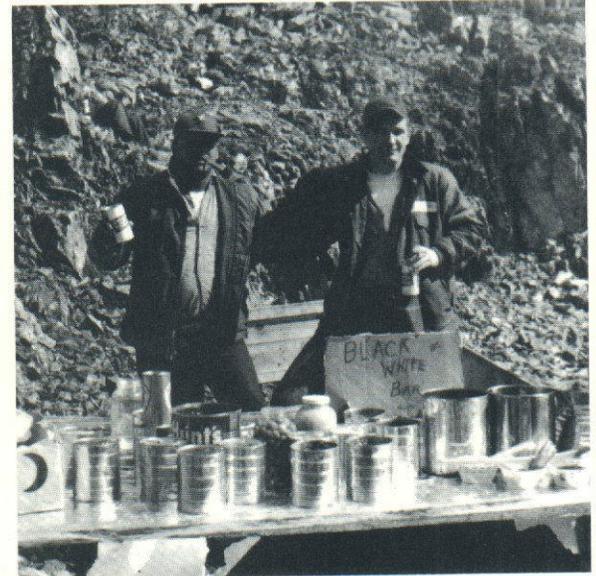
Roughing it.



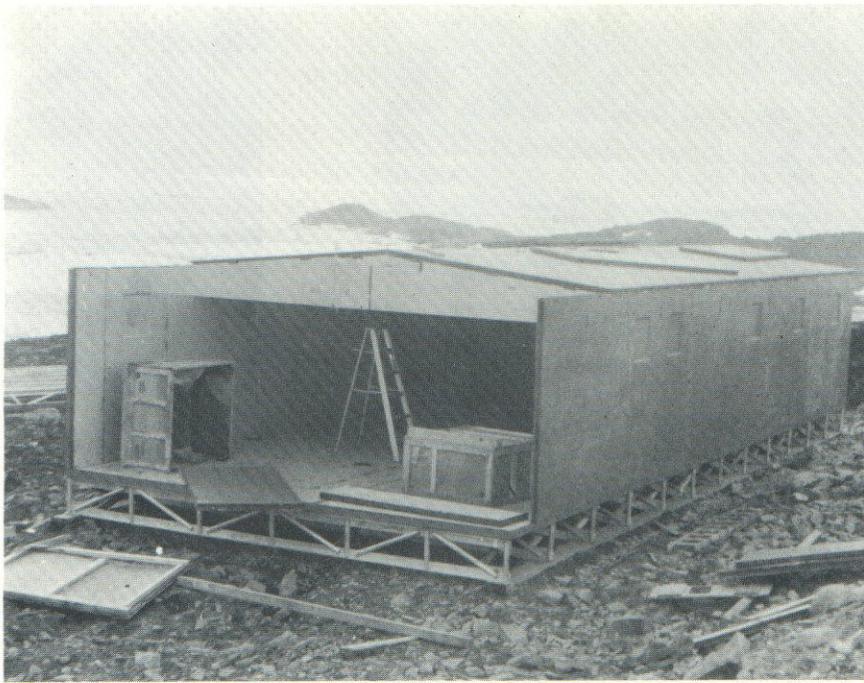
The long haul.



Bring on the dancing girls!



Now you tell me there are no breaks!!!



Partially completed building at Palmer Station.



The tractor fell right through there!



The dedication at Palmer Station.



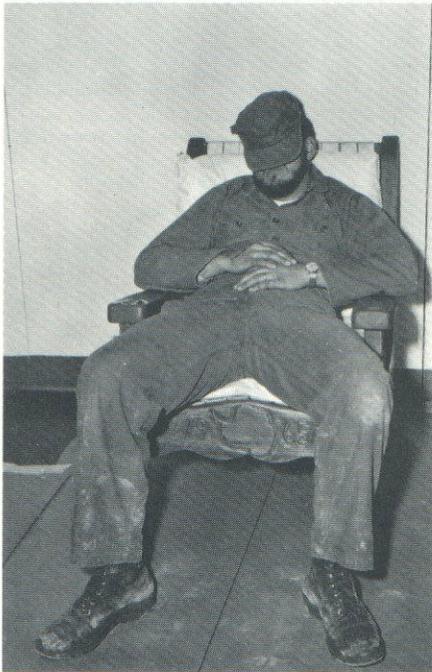
And for our final number -----



Mission accomplished.



The old and the new.



Hard-working Seabee in prize-winning chair.



A busy day at Edisto International Airport.

MONTEVIDEO



Captain Nickerson and Colonel O'Donnell, USMC, Alusna, Uruguay, at wreath dedication.

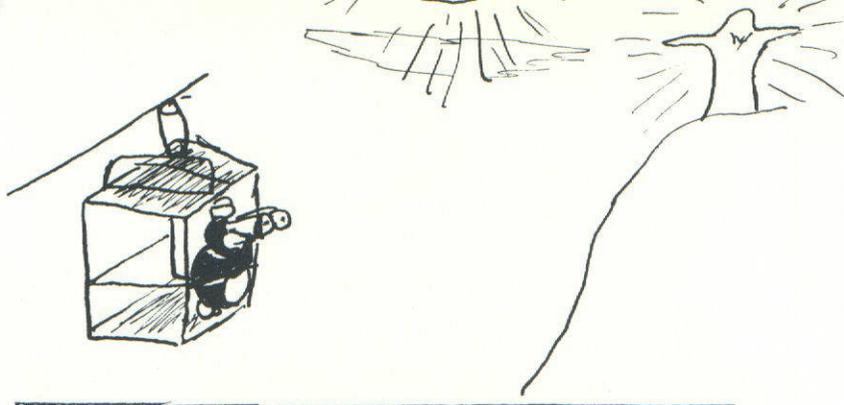
AND THE SEA HAS ITS PEARLS



We could almost swim from here.



General Artigas, the liberator of Uruguay.



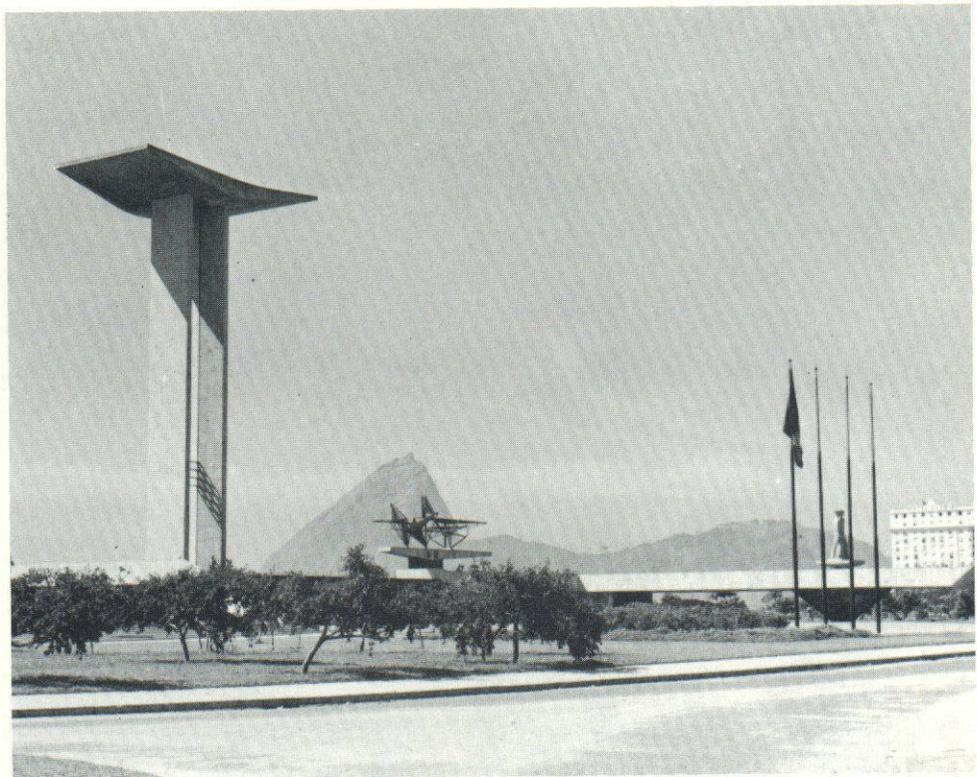
I'D LIKE TO ROLL BACK TO RIO



"Cocavado" overlooking Rio de Janeiro.



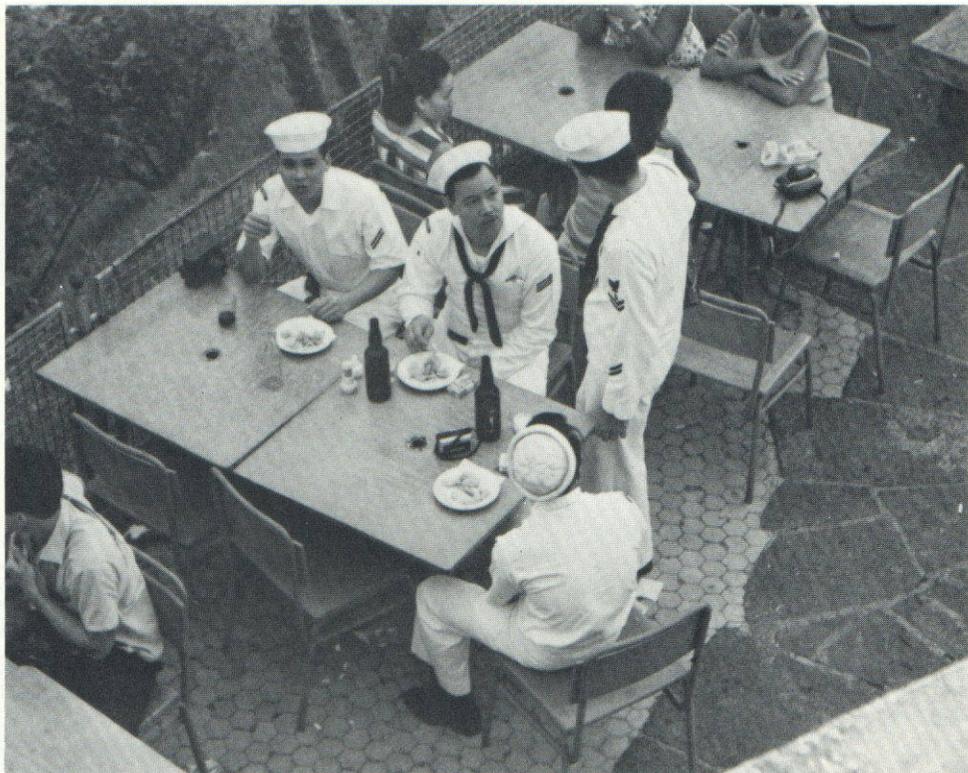
Something for every taste.



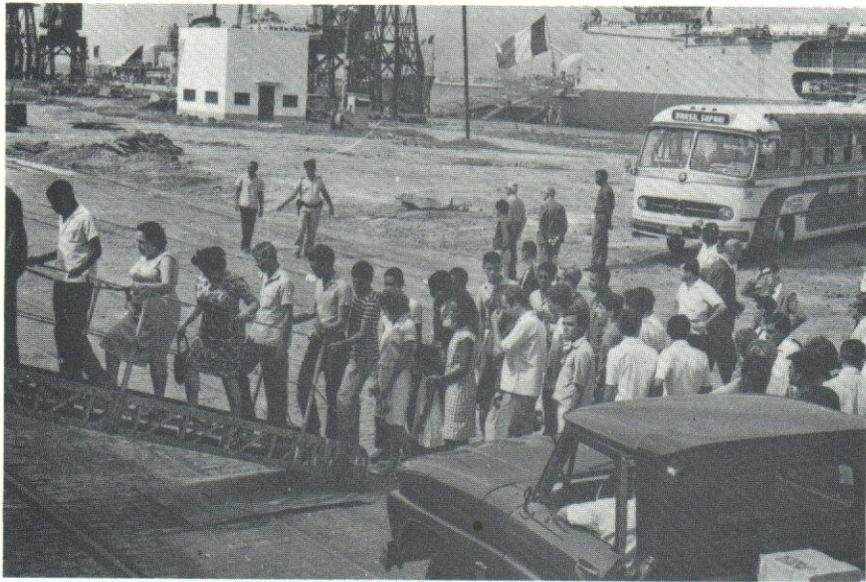
War memorial in Rio de Janeiro.



Sugar Loaf and Cocacabana Beach.



The PAUSE THAT REFRESHES"



Brazilian visitors.



Can you really get me into movies?



Awarding of Antarctic commendations.

IT'S DUE REWARDS



Captain inspects crew prior to arrival in home port.



NORTH TO THE ARCTIC AND ARLIS II

Progress is our most important product.





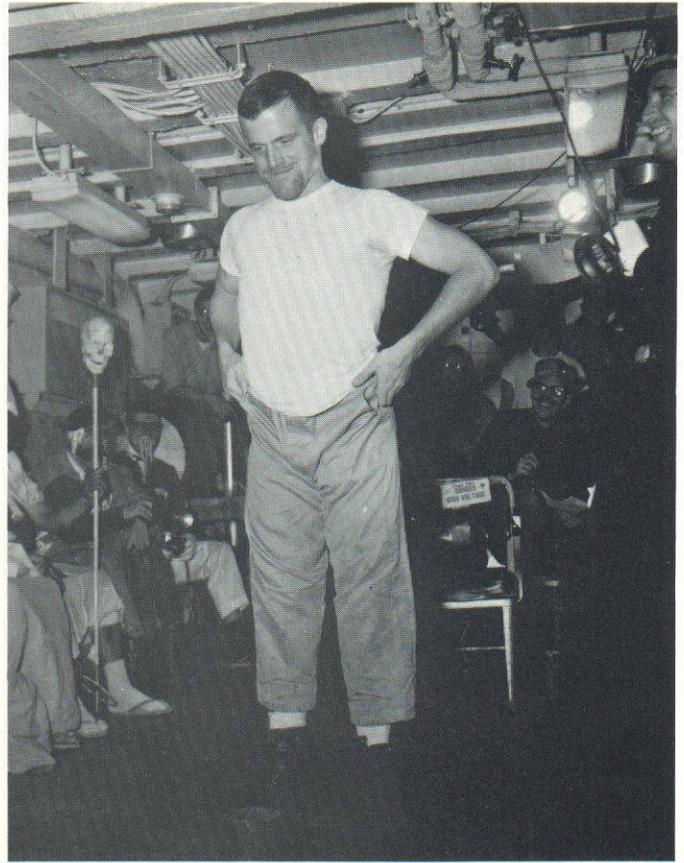
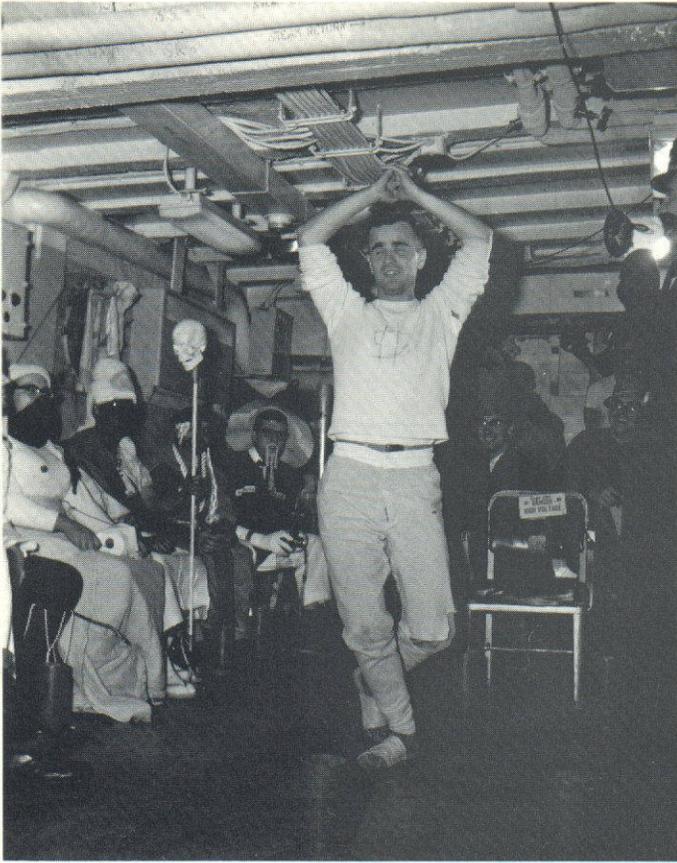
Skool!



Boston or bust!



Hey! – There is only one drink left!!!

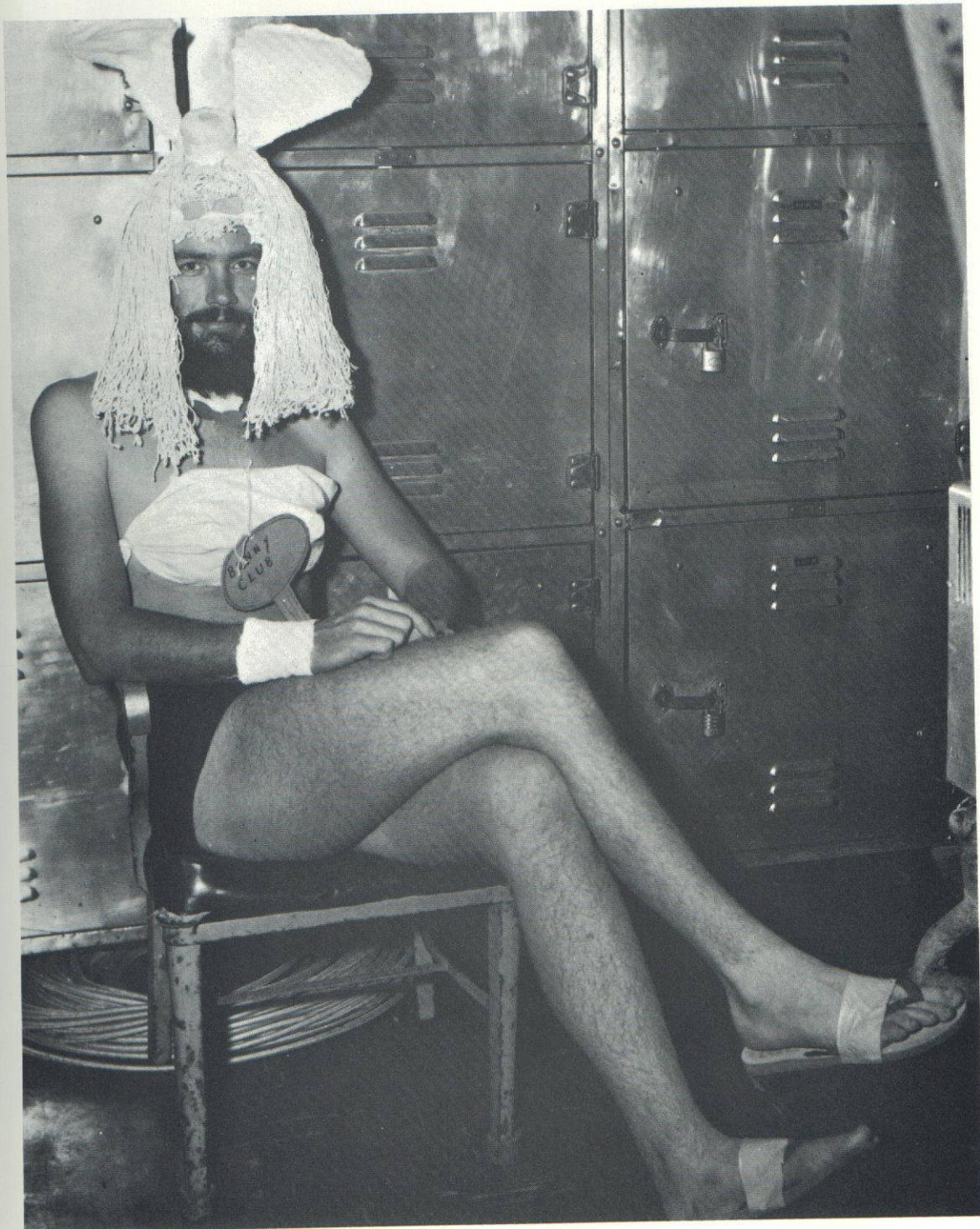


Those new Ensigns can do most anything?



The Royal Court.

ARCTIC CIRCLE INITIATION



Edisto's playmate of the cruise.



ARLIS II

Arlis II (Arctic Research Laboratory ice station).



Left behind after successful evacuation of Arlis II personnel and equipment.



I'm shipping over when ----- freezes over . . .



Lowering the stars and stripes for the last time over Arlis II.



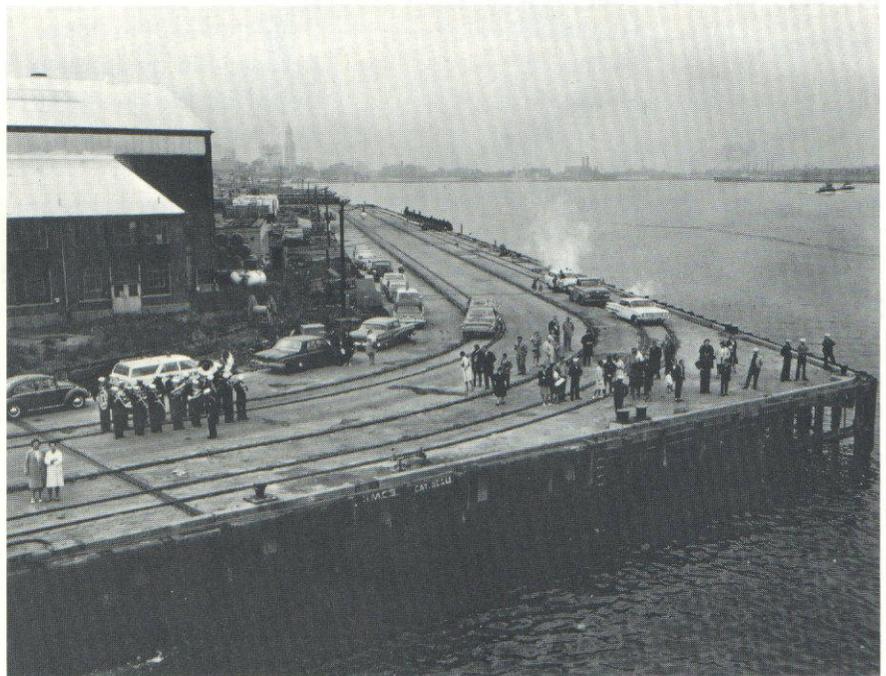
Homeward bound at last.



A hearty welcome home for a job well done.



Rear Admiral J. W. Ailes, COMSERVLANT, and Rear Admiral W. B. Sieglaff, COM ONE, welcome Captain Nickerson and crew back to Boston.



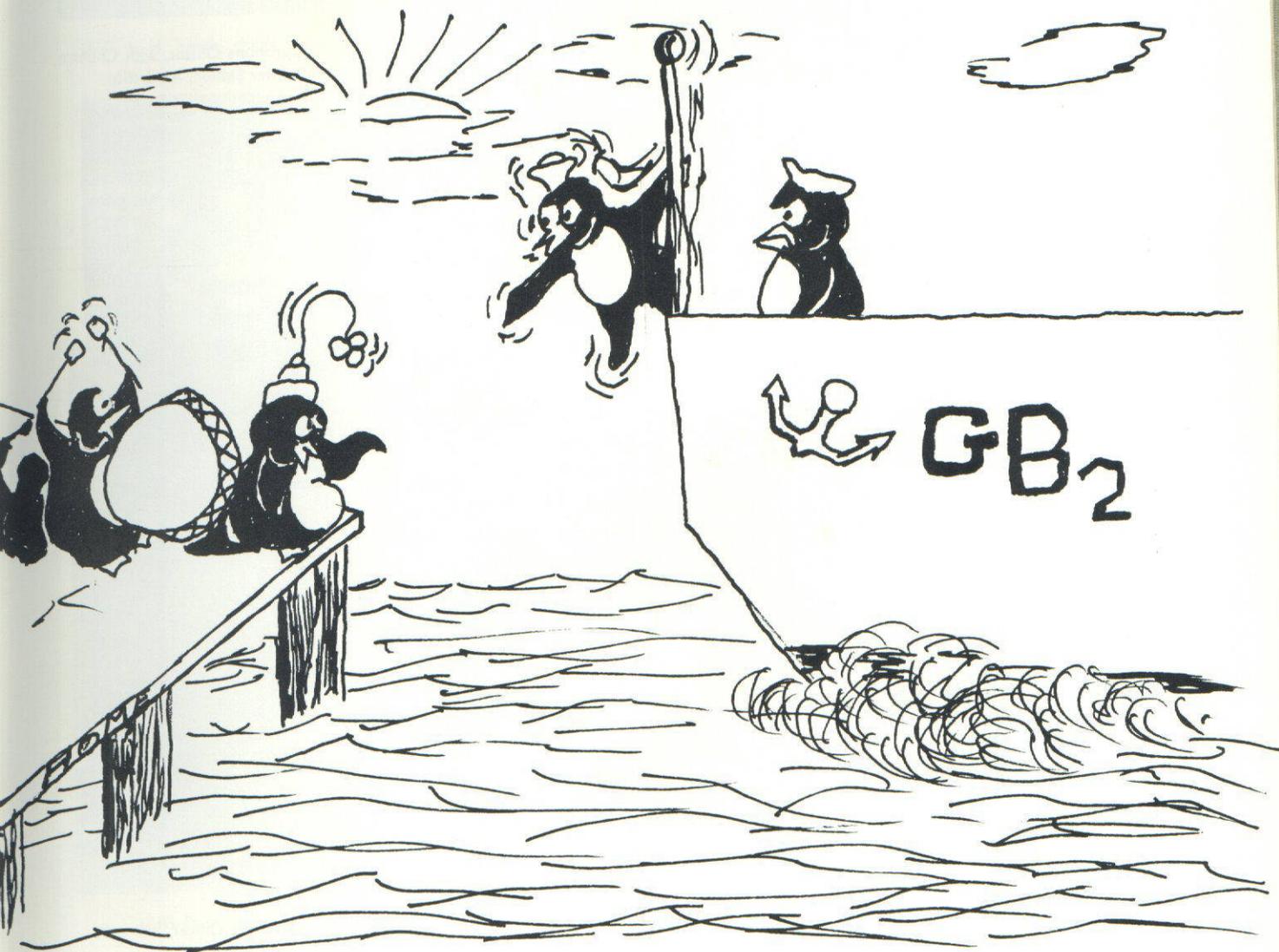
Home sweet home.

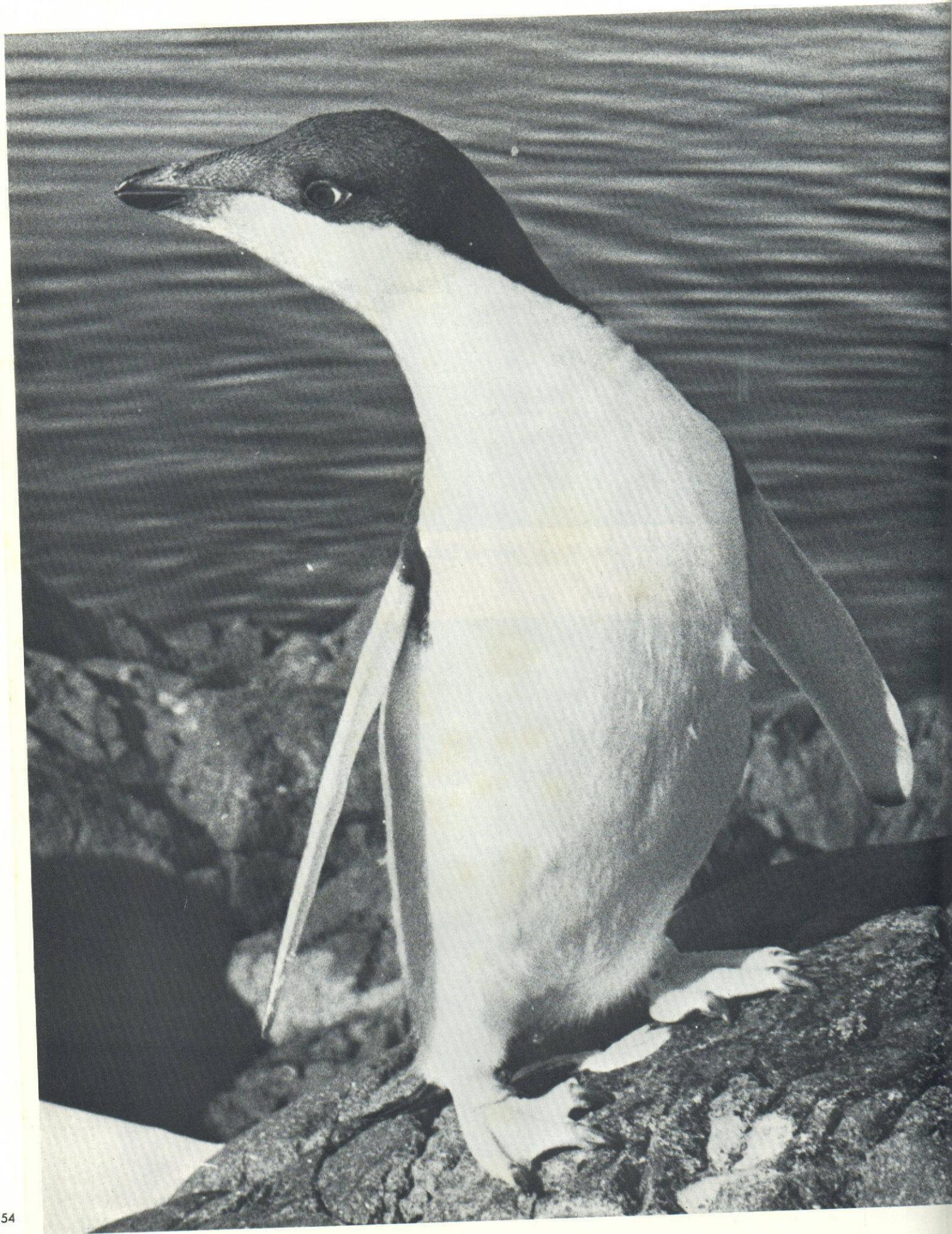
PORTS OF CALL

10 December 1964	Departed Boston
11 December	Loaded demolitions at Earle, New Jersey
18 December	Arrived Rodman Naval Station, Panama
20 December	Departed Panama
22 December	Crossed equator and held initiation
29 December	Arrived Valparaiso, Chile
2 January 1965	Departed Valparaiso
7 January	Arrived Punta Arenas, Chile
8 January	Departed Punta Arenas
12 January	Arrived Palmer Station, Anvers Island, Antarctica
5 February	Crossed Antarctic Circle
28 February	Departed Palmer Station
7 March	Arrived Montevideo, Uruguay
10 March	Departed Montevideo
14 March	Arrived Rio de Janeiro, Brazil
17 March	Departed Rio de Janeiro
1 April	Arrived Boston, Mass.
6 April	Departed Boston
14 April	Arrived Keflavik, Iceland
17 April	Departed Keflavik
22 April	Crossed Arctic Circle and held initiation
9 May	Arrived Arlis II (Arctic research ice station)
11 May	Departed Arlis II
12 May	Arrived Keflavik, Iceland and departed
19 May	Arrived Boston, Mass.

THOSE WHO GO DOWN TO

THE SEA IN SHIPS





HONOR GUARD



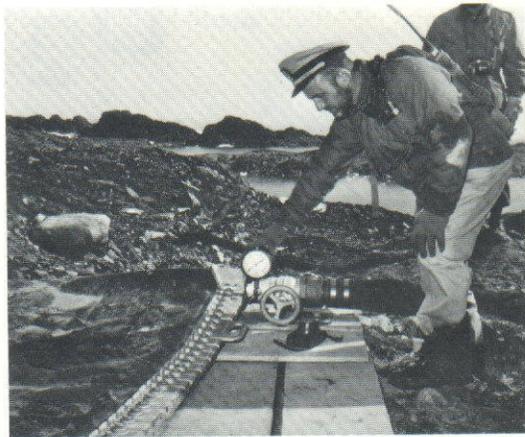
EXECUTIVE OFFICER AND DEPARTMENT HEADS



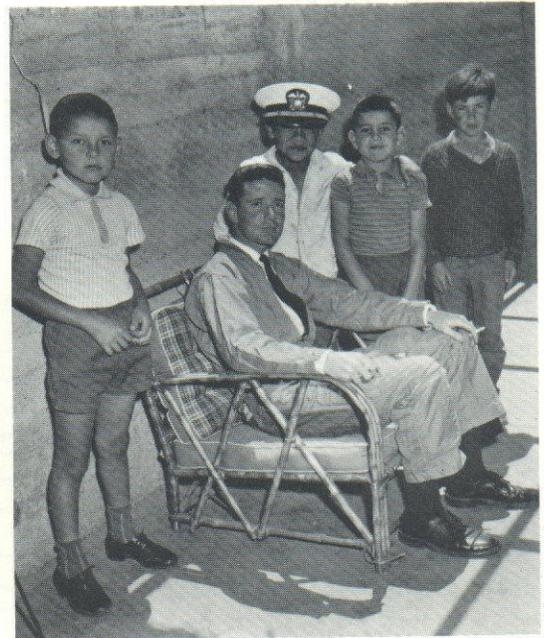
LCDR W. A. Hoch, *Edisto's* Executive Officer, addresses the crew.



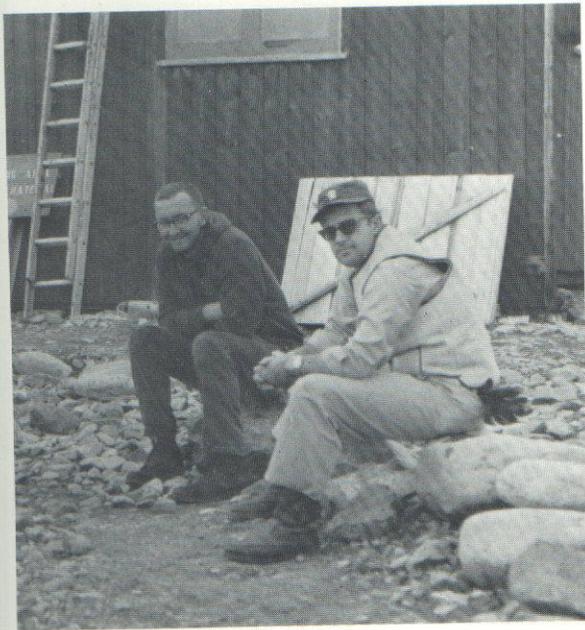
LT C. E. Parsons, Operations Officer, with Chilean Naval Lieutenant at Palmer Station, Antarctica.



LT J. W. Hagen, Engineering Officer, on the job at Palmer Station.



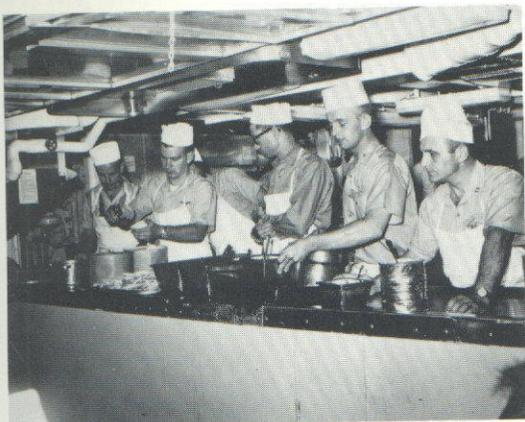
LT W. W. Picher, new Operations Officer, sits with Chilean friends.



LTJG L. H. Smith, ship's Navigator, at Palmer Station.



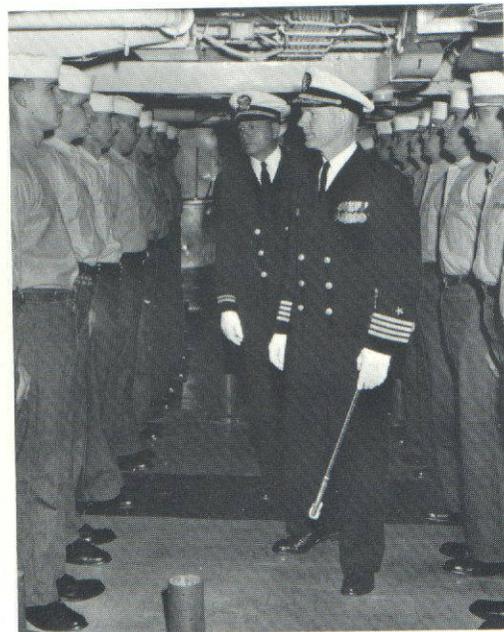
Dr. F. K. Sewell, ship's Doctor, receives commendation from the Captain and Executive Officer.



LT Hagen, LTJG Stevens, ship's Supply Officer, and comrades serve Christmas dinner.



LTJG D. S. Collins, ship's new Supply Officer.



LTJG Hanson, First Lieutenant and Captain Foster, COMSERVRON FOUR, inspect Deck Department.

M DIVISION



(Row 3) Gilbertson, Majewski, Mayhugh. (Row 2) LTJG MacDaniel, Barton, Stelmach, Centra, Johnson, Scott, Ward, Becker, Fetzer, Chief Power. (Row 1) Forant, Gillitzer, Buncozy, Collier, Wonder Sensentaffar.



(Row 2) Barton, Benson, Cupp, Brockmyer, Fercho, Haggarty, Watkins, Chief Power. (Row 1) Worley, Morrison, Feckley, Moreo, Wagner, Jorgenson.

E DIVISION



(Row 2) LTJG Kellogg, Parr, Lavasser, Morse, Weber, MacLean, Perham, Turner, Magnabosco, Chief Wilson. (Row 1) Rief, Laviana, Daniels, Duncan, Clark, Stanat.

R DIVISION



(Row 2) Bower, Wycoff, Thompson, Hoyt. (Row 1) Foranotto, Mr. Johnson, Whitmer.

DECK



(Row 3) Heidnik, Boles, Boyd, Densmore, Simpson, Rumsey. (Row 2) Chief Holloway, Geary, Henshaw, Spencer, Petrasek, Thompson, Magyar. (Row 1) LTJG Hanson, Hoar, Cavanaugh, Rappa, Rosenberg, Sundin, Kahley, Pecunas.



(Row 3) Perry, Leary, Isachsen, Lollar, Wurm, Gold, Snipes. (Row 2) Seay, Frost, Colyer, Ramsey, Labara, Brewer, McGinley, Byrd. (Row 1) Prudenti, Neilsen, Brennan, Blanco, Wood, Lang, Nieto, Hill.

SUPPLY



(Row 3) Russell, Gunnison, Hewitt, Frumolt, Borodzik, Peterson, Skolaski, Behl, Rikard.
(Row 2) Baynum, Jimenez, Brewer, LTJG Collins, Hurwitz, White, Danforth, Mills, Purdom.
(Row 1) Repack, Reyes, Lacno, Daly, Williams, Eugenio, Steward, Tobias, Guevara.

XO DIVISION



Chief Stover, Griffith, Biernacki, Kloos, Wall, Dr. Sewell, ENS Wales (Row 2). Kealey, Hood, Goheen, Whittaker (Row 1).

OPERATIONS



(Row 2) Chief Pribula, Rossey, Monahan, Schaffer, Ehlman, Makowski, Faye, LTJG Forrest.
(Row 1) Mandel, Bush, Knowlton, Clawson, Macallaster, Meyer.

NAVIGATION





(Row 3) Washburn, Salyer. (Row 2) Chief Zukerman, LTJG Tozy, LTJG Delp. (Row 1) Melton, Beeching, Galaski, Welch.



(Row 3) Nally, Montgomery, LTJG Morehead. (Row 2) McGhee, LTJG Rightmyer, Moody, Melancon. (Row 1) LTJG Bower, Kay, Ellsworth, LTJG Strano, Whalan.



(Row 2) Aletto, Moreman, LT Vaughn, Ramsey, Bushman. (Row 1) Reiter, Ratliff, Brown, Word, Reese.



(Row 2) Adkins, Mr. Plummer, Mr. Furgeson, Chief Axworthy, Mr. Rundle. (Row 1) Mr. Lippert, Mr. Strong.

M DIVISION



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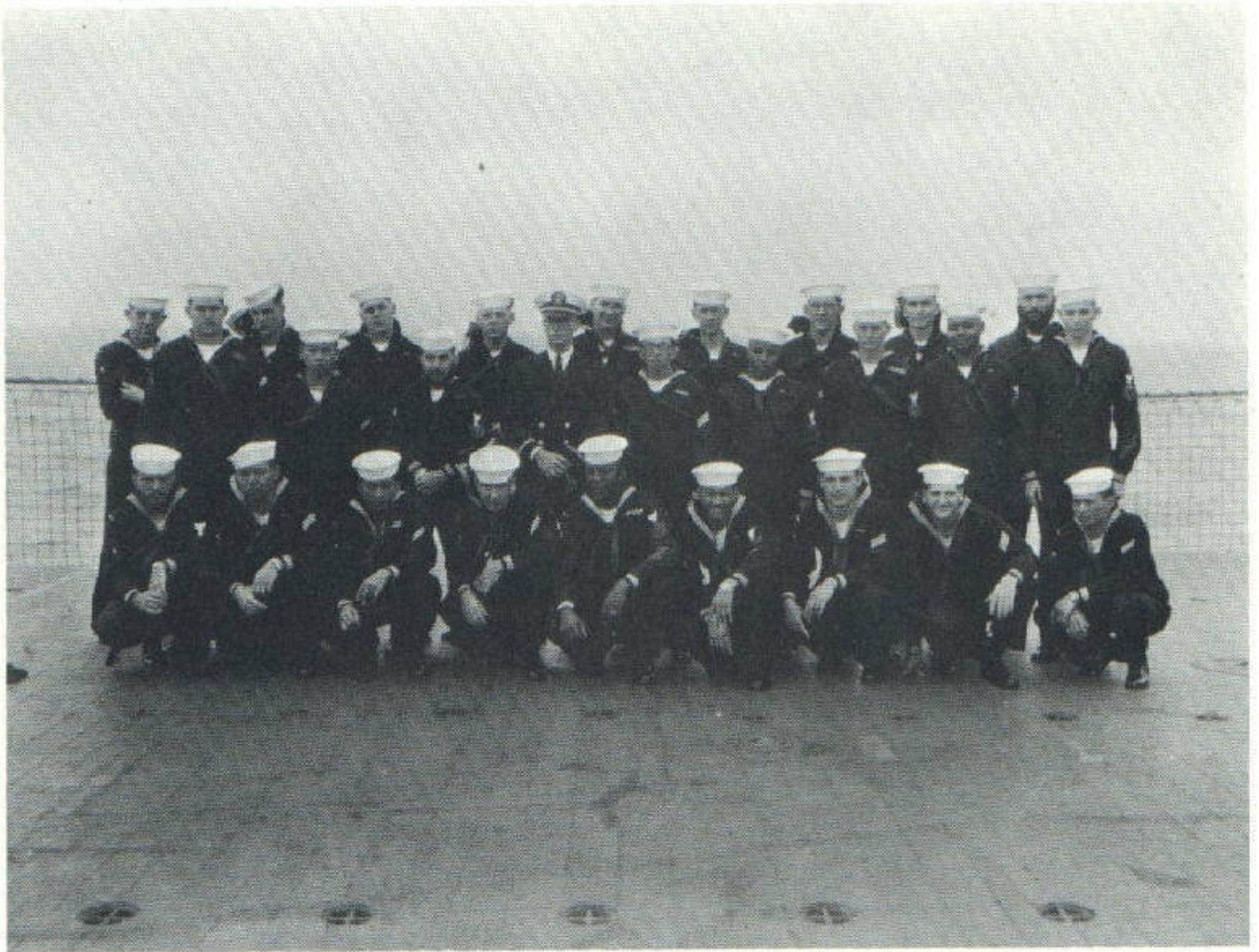
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SUPPLY



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OPERATIONS



(Row 2) Chief Pribula, Rossey, Monahan, Schaffer, Ehlman, Makowski, Faye, LTJG Forrest.
(Row 1) Mandel, Bush, Knowlton, Clawson, Macallaster, Meyer.

NAVIGATION



HONOR GUARD



Notes provided by Leo Makoski on Deep Freeze 64-65

Deep Freeze '64-'65

Dec '64

10	Departed Boston, MASS.		
11	40° 28' N	73° 16' 30" W	Entered Fiske, N.H.
12	36° 50' N	73° 59' W	
13	31° 50.8' N	73° 45' W	
14	26° 48' N	74° 08.5' W	
15	22° 00.8' N	74° 21.2' W	
16	17° 28' N	75° 27' W	
17	12° 42.9' N	78° 12.3' W	
18	Entered Panama Canal		
19	moored " "		
20	Departed " Enroute Valparaiso, Chile		
21	04° 50.5' N	80° 11' W	
22	00° 25' S	80° 57.2' W	crossed equator
23	05° 11.5' S	81° 31.1' W	
24	10° 06' S	80° 07' W	
25	15° 43' S	78° 30' W	MERRY CHRISTMAS
26	21° 08' S	76° 38' W	
27	24° 39.7' S	75° 07.9' W	
28	29° 43.4' S	73° 08.9' W	
29	Entered Valparaiso, Chile		
30	moored " "		
31	" " "		

JAN '65

1	moored Valparaiso, Chile	
2	Departed " "	

JAN				JAN			
3	36° 08.5'S	73° 22.4'W		29	Anchored	Anvers Is.	
4	40° 54'S	74° 52'W		30	"	"	"
5	45° 41.5'S	75° 49.9'W		31	"	"	"
6	48° 44.4'S	74° 22.5'W (0000)		Feb			
7	51° 49.5'S	73° 44.5'W (0200)	(Punta Arenas)	1	Anchored	Anvers Is.	
8	At Punta Arenas until 1930			2	64° 50.5'S	63° 57'W	(Melchoir Is.)
9	54° 51.25'	70° 55.5'W	(enroute Anvers Is.)	3	62° 19'S	59° 11'W	(Nelson Is. & Greenwich Is.)
10	58° 22'S	64° 40'W		4	64° 12.5'S	62° 57'W	(Adelide Is. Antarctic Gate)
11	62° 18'S	62° 10'W	(Deception Is.)	5	66° 43.3'S	63° 07.3'W	(Adelide Is. Antarctic)
12	64° 46.5'S	63° 25.2'W	(Anvers Is.)	6	Anvers Is.		
13	Anchored Arthur Harbor, Anvers Is.			7	Anvers Is.		
14	"	"	"	8	Melchoir Islands		
15	"	"	"	9	Anvers Is.		
16	64° 47.5'S	63° 36.5'W	(^{Melchoir Is.} rendezvous with wyandot)	10	"	"	
17	Anchored Anvers Is.			11	"	"	
18	"	"	"	12	"	"	(underway at 1530 for P.A.C.)
19	"	"	"	13	61° 30'S	65° 32'W	
20	"	"	"	14	57° 17'S	69° 00'W	
21	64° 46.5'S	63° 24.7'W	(escorting wyandot)	15	Anchored Punta Arenas, Chile		
22	Anchored Anvers Is.			16	"	"	"
23	"	"	"	17	"	"	" (underway at 2150)
24	"	"	"	18	In the Chilean Archipelago		
25	"	"	"	19	59° 12'S	67° 39'W	
26	"	"	"	20	63° 46'S	63° 02.5'W	(Anvers at 1200)
27	"	"	"	21	Anvers Is.		
28	"	"	"	22	"	"	

Feb

23 Anvers Is
 24 " "
 25 Anvers Is. (Palmer Station established officially)
 26 " "
 27 Anvers Is (Underway tomorrow for Conus)
 28 Underway for Montevideo, Uruguay

MARCH

1 $61^{\circ} 17' S$ $62^{\circ} 15' W$
 2 $56^{\circ} 21' S$ $59^{\circ} 18' W$
 3 $51^{\circ} 42' S$ $56^{\circ} 42' W$
 4 $47^{\circ} 57' S$ $56^{\circ} 19' W$
 5 $43^{\circ} 09' S$ $55^{\circ} 48' W$
 6 $38^{\circ} 43' S$ $55^{\circ} 21' W$
 7 AT MONTVIDEO, URUGUAY
 8 " " "
 9 " " "
 10 Underway for Rio de Janeiro, Brazil
 11 $33^{\circ} 40.9' S$ $51^{\circ} 35.2' W$
 12 $29^{\circ} 37.8' S$ $48^{\circ} 03.5' W$
 13 $26^{\circ} 37.8' S$ $45^{\circ} 20' W$
 14 MOORED Rio de Janeiro, Brazil
 15 Rio
 16 Rio (100 d+G)
 17 Departed Rio, enroute Norfolk, Va.
 18 $20^{\circ} 13' S$ $39^{\circ} 28.2' W$
 19 $15^{\circ} 29.7' S$ $37^{\circ} 18.8' W$

MAR.

20 $09^{\circ} 55.5' S$ $35^{\circ} 16' W$
 21 $04^{\circ} 35' S$ $34^{\circ} 45' W$
 22 $00^{\circ} 51.1' N$ $33^{\circ} 33' W$
 23 $04^{\circ} 53' N$ $41^{\circ} 04' W$
 24 $09^{\circ} 07.5' N$ $44^{\circ} 38.5' W$
 25 $12^{\circ} 57' N$ $47^{\circ} 56' W$
 26 $17^{\circ} 13.4' N$ $57^{\circ} 30.2' W$
 27 $21^{\circ} 20.8' N$ $55^{\circ} 29.9' W$ (Picked up WABs about 2230)
 28 $24^{\circ} 13.7' N$ $58^{\circ} 27.5' W$
 29 $27^{\circ} 30.6' N$ $62^{\circ} 11.9' W$
 30 $30^{\circ} 54.7' N$ $66^{\circ} 15.6' W$
 31 $35^{\circ} 13' N$ $68^{\circ} 51' W$

APRIL

1 $40^{\circ} 54.5' N$ $69^{\circ} 04.3' W$
 Entered Boston, MASS. Deep Pierce
 "65" completed.

"ARLIS II" OPERATIONS 1965

Page 1

APRIL

6	Underway for Reykjavik, Iceland (1708)
7	42° 39' N 67° 29.7' W
8	43° 28.1' N 60° 10.6' W
9	44° 27.5' N 53° 17' W
10	47° 28.2' N 47° 18.5' W
11	51° 37' N 42° 04' W
12	55° 47' N 36° 14' W
13	59° 14.5' N 30° 30' ^{42'} W
14	63° 25' N 25° 46' W (Anchored Keflavik)
15	Keflavik, Iceland
16	Keflavik, Iceland
17	Underway for ocean stations
18	64° 37.2' N 29° 34.5' W (Ocean Station)
19	65° 26.4' N 34° 43.5' W (" ")
20	65° 17.5' N 35° 37.25' W (" ")
21	65° 12' N 34° 14' W (" ")
22	66° 08.3' N 26° 08' W ("ARLIS Where are you")
23	67° 13.5' N 23° 28' W (Stuck in ice)
24	67° 13.5' N 23° 28' W (where is ARLIS II)
25	67° 15' N 24° 15' W (lying to in ice pack)
26	66° 57' N 25° 18.5' W (" " ")
27	66° 45' N 25° 46' W (" " ")
28	66° 41' N 26° 00' W (" " ")
29	66° 45' N 26° 45' W
30	66° 50' N 26° 28' W (Got word I made 2nd)

MAY

1	66° 53.8' N 26° 00.5' W
2	25° 55' W 66° 59' N
3	66° 41' N 26° 25' W (38 miles from ARLIS)
4	66° 49' N 27° 06' W
5	66° 50' N 26° 54' W
6	66° 55.3' N 26° 18.5' W (17 miles to go landed Helo on ARLIS)
7	66° 50' N 26° 32' W (12 m.t.G.)
8	66° 47.5' N 26° 42' W (" ")
9	66° 48.5' N 26° 47' W (moved 5 mi. from ARLIS)
10	66° 42' N 27° 00' W
11	66° 34.6' N 27° 32.5' W (completed offloading)
12	Arrived Keflavik, departed for Boston, MASS
13	61° 35.7' N 29° 52' W
14	58° 40.7' N 39° 19.2' W
15	55° 40' N 47° 17.8' W
16	52° 22.8' N 54° 17' W
17	50° 06.75' N 58° 12.25' W
18	45° 17.3' N 60° 02.5' W
19	42° 42.7' N 68° 38.7' W
19 (1720)	Arrived Boston, MASS.

Positions

Northern "64"

Notes provided by Leo Makoski that recorded the positions of the Northern 1964 cruise

June	Krusta Goose Bay, Labrador	From Boston, MASS.
15	42° 23'N	70° 53'W
16	43° 23.9'N	64° 38'W
17	46° 05.3'N	59° 16'W
18	50° 41.8'N	57° 33.1'W
19	54° 17.9'N	56° 14'W
20	Anchored Hamilton Inlet, Labrador, Canada	
21	" " " " "	
22	Anchored Black Is in Hamilton Inlet	
23	" " " " "	
24	" " " " "	
25	Anchored Goose Bay, Labrador	
26	Anchored Hamilton Inlet	
27	" " " " "	
28	" " " " "	
29	Anchored Collingham Cove, Hamilton Inlet	
30	" " " " "	
July		
1	Anchored Collingham Cove	
2	" " " "	
3	Ice Recon (Anchored Cuff Island)	
4	Anchored off Cuff Island	
5	" " " "	
6	" " " "	
7	Anchored Hamilton Inlet	
8	Underway Coombs Brook, Newfoundland 54° 11'N 56° 16'W	

2000

August

27 64° 28.5'N 23° 15'W (Enroute Ocean Stations)
 28 67° 43'N 20° 47.7'W
 29 71° 18.2'N 10° 53.7'W
 30 75° 06.8'N 01° 07'K (U.S.S.R. Trawler CABR)
 31 78° 01'N 04° 30'K (Sta. #1, 2, 3)

Sept

1 78° 05'N ~~09° 00'W~~ 09° 00'W (Sta. #4, 5, 6, 7, 8)
 2 78° 49'N 11° 50'W (Sta. #10, 11, 12, 13) (ice pack)
 3 78° 54'N 05° 35'W (Sta. #20, 51) (ice pack)
 4 81° 26'N 07° 15'E (Scouring ice pack) (Sta. #48)
 5 80° 31'N 11° 15'E (Sta. #43, 32, 33, 34) (U.S.S.R. AGB)
 6 81° 00'N 02° 25'W (Sta. #40, 39, 35, 35)
 7 80° 32'N 07° 28'W (Sta. #35A, 36, 38)
 8 80° 00'N 09° 55'W (Sta. #37, 25A, 26, 49, 27)
 9 80° 00'N 05° 00'W (Sta. #20, 29, 29A)
 10 80° 00'N 04° 43'E (Sta. #30, 30A, 17)
 11 79° 47'N 07° 00'K (#31A, 31, 17A, 18, 30)
 12 79° 17'N 00° 00' (#18A, 19, 12A)
 13 78° 58'N 00° 37'E (#14, 14A, 15, 16)
 14 79° 00'N 10° 00'K (Sta. #1)
 15 76° 13.1'N 09° 48'K (Enroute Kristiansund, Norway)
 16 71° 39'N 08° 02'K (Enroute Kristiansund)
 17 67° 22'N 07° 56'K "
 18 Entered "Kristiansund"
 19 Moored Kristiansund, Norway

Sept

20 "At Kristiansund"
 21 Departed " (Enroute Ocean stations)
 22 65° 26.2'N 03° 46'W (off SE Greenland)
 23 66° 47'N 18° 20'W " "
 24 65° 47'N 34° 08'W (Sta. #45)
 25 61° 44.5'N 39° 45'W (Sta. #46, 47)
 26 57° 20'N 46° 32'W enroute Farle, N.J.
 27 53° 17'N 53° 34'W " " "
 28 49° 41.75'N 58° 37.5'W " " "
 29 45° 20'N 60° 36.2'W " " "
 30 41° 36'N 66° 50'W " " " (40° 30'N - 70° 60'W)

Oct

1 "U.S.A." at Farle, N.J.
 2 Boston, MASS. Arctic cruise terminated

USS EDISTO OPERATION DEEPFREEZE

Cruise books, Bylaws, Kee Bird and Rosters are Portable Document Format (PDF) and can be opened by Adobe Acrobat Reader which can be obtained FREE by downloading Acrobat Reader at:
<http://www.adobe.com/products/acrobat/readstep2.html>

Thanks to many of you shipmates who loaned your cruise books to be copied so they could be shared with all the USS Edisto crew members and families. These files and photos are what make up memories for many of us and are history to others.

It should be explained that the USS Edisto AG89/AGB2 made several cruises north to Thule Greenland and the Arctic waters, records indicate that she only made 6 cruises south to the Antarctic. The first was in 1947 followed by Operation Deep freeze One in 1955-56 and again in 1958-59 and every other year thereafter for a total of six (6) southern cruises. Commencing with Deep freeze One, each trip was documented with a cruise book. Unfortunately, books were not made for northern cruises but an old Navy film (which I have recorded on a DVD) and a later (1965) ARLISS

The Association owes a deep gratitude to so many shipmates that contributed files, cruise books and mementos that it would be difficult to name them all. And at the risk of omitting some important contributors, we owe our thanks to the following:

Virgil Paulk, Glenn Flenniken and Calvin Radius for sharing **1947** photos, Commissioning Roster, and Calvin's Log of the first Antarctic cruise.

The Late Everton Ware for sharing with me a video of the first northern cruise in '48 and a copy of an old **1947** Navy film of what is believed to be the first Arctic cruise.

Frank Macchia for sharing with us the Saturday Evening Post article of August 1949 and other '48-49 related stuff.

Karl Kettlehut for contributing photos and other '53-54 memorabilia.

John Yavorosky for lending us his '55-56 cruise book so that it could be copied to share with others.

Ed Schardein for lending us his '58-59 cruise book so that it could be copied to share with others.

Leo Johnson for having made several copies of his '61 cruise book so that others (including yours truly) could replace lost books.

Tom Duffy for allowing us to copy his '63 cruise book, Jerry Sandman for the '63 log.

Leo Makowski for the loan of his '64-65 cruise book and John Hockenbrock for photos and stuff.

And big THANKS YOU to Gene Fettinger, Leo Johnston, John Herrmann, Tim Pancake and Bill (Tiny) Gallant because without them, neither the Edisto reunion effort nor the sharing of these memories would have been possible. Through their hard work and perseverance, over 2,000 of the USS Edisto shipmates have been accounted for and thanks to their continuing efforts the list continues to grow. Thanks guys!

Any association member who wishes to have a CD with a specific cruise book mailed to them, please contact me by email, telephone or by mail. All others may obtain a copy for a small fee for mailing, etc.

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