

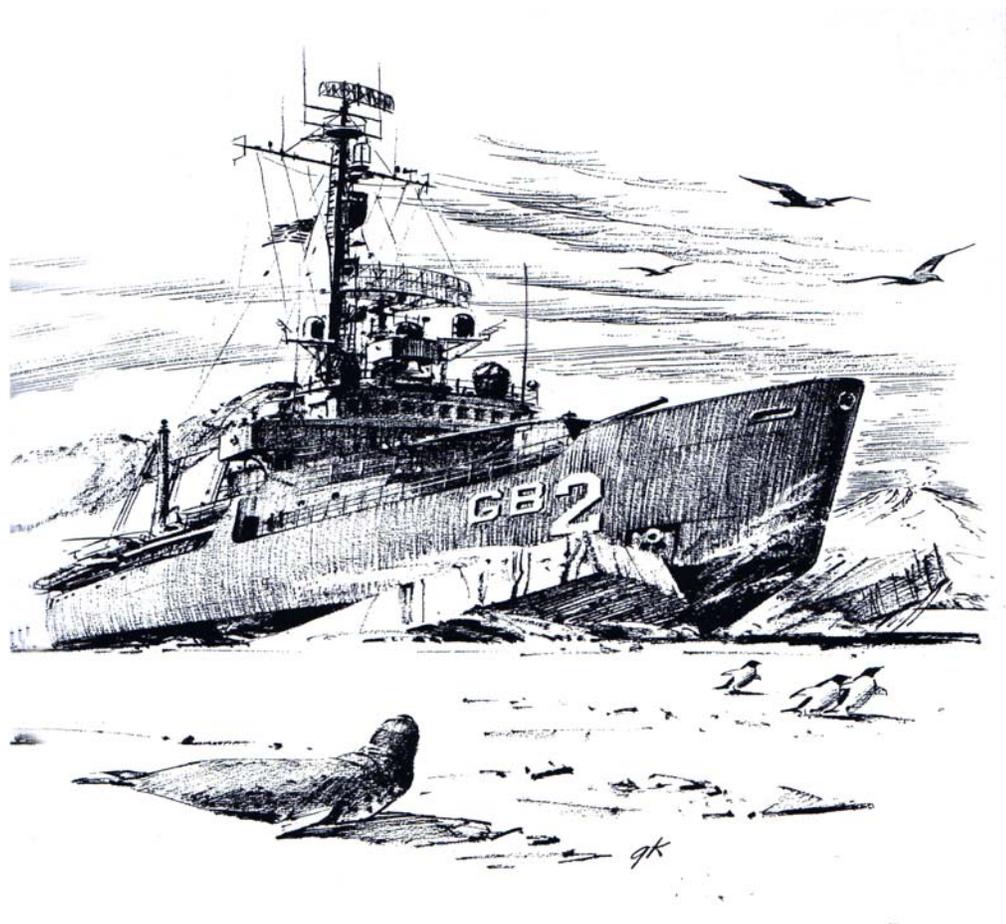
"Kee Bird"



Volume 1, No. 1

Fall 2007

Published
Quarterly for the
USS Edisto
Association



USS BURTON ISLAND
AGB1



USS EDISTO
AGB2



USS ATKA
AGB3



USS GLACIER
AGB4



USS STATEN ISLAND
AGB5

A Family Affair

About The Cover

It is said that the name **Kee Bird** comes from a mythical bird of the Arctic invented by crews who built the Alaska Highway. The bird, it was said, danced in the snow crying, "Kee-Kee-Keerist but its cold!" In the 1940's the name **Kee Bird** became well known for a number of reasons. There was a B29 Bomber called the Kee-Bird that crash-landed February 1947 on a frozen lake in northern Greenland. But of course, the most famous Kee Bird was known from the top of the world to the bottom - the USS Edisto Kee Bird.

Commencing with this issue, the new resurrected Kee Bird will be published quarterly to entertain our members and keep them abreast of the Association activities. Letters, photos and other items of interest will make up the content.

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Edisto Association Logo

Our logo was designed by shipmates Eugene Mollica ('58-59) and his son Eugene with assistance from shipmate Jon Newton ('58-59). It provides a unique identity that truly represents the ship and its crew.

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A Family of Icebreakers

The sister ships are represented here along with the USS Glacier. We have established a line of communications with the USS Atka, USS Burton Island and the USS Glacier Associations and are still searching for a USS Staten Island contact.

Web Pages:

USS ATKA: <http://www.ussatka.org/>
USS BURTON ISLAND: <http://www.discoverynet.com/~greel/>
USS EDISTO: <http://ussedistoagb2.com>
USS GLACIER: <http://ussglacier.com/>
USS STATEN ISLAND:

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E.C. Folger, CDR, USN
Commanding Officer

USS EDISTO

H.W. Mabus, LCDR, USN
Executive Officer

Volume II Number 53

Thursday

February 19, 1948

From the Presidents Corner

The KEE BIRD which I'm using as my masthead is from a copy that Calvin J. Radius gave me from his collection of mementos collected while he served aboard the Edisto on her first expedition to the Antarctic. He has several copies of the KEE BIRD, a copy of the 1947 Christmas Dinner Menu and a journal he kept from Pago Pago, Samoa through the Antarctic till we reached Lima Peru on our return to the states.

Greetings to all association members. I hope this finds you all well and eager for our next reunion. Our reunion plans are being finalized and will be in Newport News, Va. May 1- 4, 2008. Glenn Smith, our reunion planner, was unable to find a Florida hotel that would meet our needs. The hotels all insisted on guarantees we couldn't make. Once Glenn has signed the contract and arranged for our activities they will be included in this news letter. Once you receive the information I urge you to respond quickly. I hope to see you there and that the reunion will be larger than those before.

I want to thank Glenn and his wife Cathy for the time and effort they have expended in scouting out a reunion site. I and my wife Odell have met with them in Jacksonville, Fl. and Baton Rouge, La. From those trips I have come to appreciate Glenn's work Oh, by the way, Odell and I pay our way on these inspection tours. Baton Rouge is quite attractive. I recommend it for a reunion site.

I want to thank our board members for their help and support. At our next reunion business meeting I plan to encourage our members to hold a reunion every year. And would like to have your input for anything you would like to have considered at the meeting.

Until then I wish you all smooth sailing.

Virgil Paulk
President, USS Edisto Association

The Kee-Bird is the official Newsletter of the
USS Edisto Association, Inc

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Glenn Smith

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Secretary
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Director & Reunion Planner
Glenn Smith

Membership Chair
Eugene Fettinger

Webmaster
John Herrmann

Historian
Jon Newton

Nomination Committee
Edward Forant

This Newsletter is published quarterly for the USS Edisto Association

How the Association began....

The USS Edisto was one of the world's most powerful icebreakers. Launched May 29, 1946 by Western Pipe and Steel Co., San Pedro, CA and commissioned as AG-89 by the US Navy on March 20, 1947 and later reclassified in 1949 to AGB-2. Named after an island near Charleston, SC, the USS Edisto sailed the frozen waters of the Arctic and Antarctic continents until decommissioning in 1965, at which time she was transferred to the US Coast Guard where she served until decommissioning in 1971. It is believed that her fate was like many other ships; a trip to the junk yard where she was likely melted down and made into razor blades. Unlike many of the larger US Navy ships, the Icebreaker crews – civilians, officers and enlisted men - were a close-knit group that worked side-by-side and shared the same rigors of the frozen Arctic and Antarctic waters. Whether a midshipman, “kiddy-cruiser”, 4-year enlistee or a career salt, completing a northern or southern cruise were life-altering experiences. It is this unique experience that sets an icebreaker sailor apart from other sailors and is the bond that keeps them together.

In the early part of this decade a few members of the Sixty-One crew began looking for other shipmates that had survived the “Perfect Storm,” a gut wrenching, metal twisting sea that churned up at the end of the ‘60-61 Season that almost cost the lives of the ship and crew. These shipmates (Bill Gallant, John Herrmann, Gene Fettinger, Tim Pancake and others) purchased a domain name, established a web site (ussedistoagb2.com) and mounted a campaign to identify and locate all civilian and military personnel that sailed the USS Edisto during her years of commissioning. Over 3200 shipmates walked the decks of the USS Edisto from 1947 to 1965.

As new shipmates were found, one of the first questions asked was “when is the reunion?” It was decided that a reunion should be held in Charleston, SC, home of the Edisto Island from which the ship was named. A gathering of 140 shipmates, spouses and guests attended the first reunion, September 8, 2004, thus the USS Edisto Association, Inc. was founded as a non-profit, tax-exempt corporation, organized exclusively for historical, social, fellowship and educational purposes within the meaning of Section 501 (c) (3) of the Internal Revenue Code.

The first slate of officers elected were Glenn Smith, President, Virgil Paulk, Vice President, William Gallant, Secretary and Eugene Fettinger as Treasurer. Also selected as Chairmen of their respective committee were Eugene Mollica, Logo Design, Jon Newton, Historian, Gerald Downs, Membership, John Herrmann, Webmaster and Howell Purvis as the Reunion Chair.

Howell Purvis and Glenn Smith selected Biloxi, MS as the destination for the 2nd reunion but Hurricane Katrina blew away those plans. Subsequently, the destination was moved to an alternate location of Chattanooga, TN. Again, approximately 135-140 shipmates, spouses and guest attended the April 23, 2006 reunion at the Holiday Inn Choo Choo. A new slate of officers was elected; Virgil Paulk, President, Gerald Downs, Vice President, William Gallant, Secretary and Glenn Smith and Ed Forant made up a Nomination Committee. President Paulk later appointed James Jensen as Treasurer and Gene Fettinger as Membership Chair. The remaining Chairs were appointed for another term.

Our current Executive Officers are doing an excellent job of keeping the wheels on this caper but as with all organizations that have bylaws, it is incumbent on us to either elect or re-elect officers at our next reunion in 2008. The Nominating Committee is looking for members who wish to place their name on the candidate slate for elections to be held May 4, 2008 to positions on the Board. If you would like to be considered for one of the offices, please email Glenn Smith at ussedisto@bellsouth.net or Ed Forant at eforant@cfl.rr.com or call (321) 269-5637 to get your name on the ballot.

A number of shipmates have been generous in their support to the Association and while there isn't room to list them all here, our thanks to all of you and especially to Lyman Smith for his continued financial support from the sales of the SP90 license plate. The annual dues are what pay the web site cost, the search for missing shipmates, making of the DVDs and the mailing of this newsletter. Thank you all.

Meet Your Officers

President – Virgil Paulk

★ May 7, 1928: Born Oklahoma City, OK
Graduated Central High School in 1946 and in July, enlisted in the US Navy and attended Boot Camp San Diego, CA Company 46-278. Attended ETM School Treasure Island, Ca. (Was better at partying than tests). March 25, 1947 was assigned to USS Edisto AG-89 and sailed her first Arctic and Antarctic trips... May 27, 1948 was assigned to USS Vulcan AR-5, a Receiving ship to await discharge. July 22, 1948 was discharged from NAS Quonset Pt. R.I.

★ Returned to Oklahoma City and was employed by Tinker AFB. Transferred to CAA in Oklahoma City in 1958 as an Aircraft Electrician. The CAA became FAA a year later. Retired Civil Service September 1979

★ Married Odell Ladd January 21, 1950. Daughter Etta born January 1, 1951. Son Hardie, Born September 26, 1952 and Daughter Ginny, Born December 26, 1953 and Died September 20, 1974. Our son Hardie has a son 23 and daughter 21 neither married. Our daughter has two sons; eldest is age 35 and has a daughter. The youngest age 32 has two sons and another due soon.

★ My hobby is tinkering. I can make a silk purse out of a sow's ear.

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Vice Pres. – Gerald (Jerry) Downs

★ Joined the Navy reserves in high school (1958) Graduated high school in 1959. Went into the Navy April of 1960 & straight to the Edisto. Two northern & one southern cruise. Left the Edisto in April of 1962 as a CS3. Went home as a PFC (poor f###n civilian).

★ Married my wife Judy in 1963. (4) Children, (9) grandchildren & (2) great grandchildren. Had about 6 jobs from 1962 to 1967 then started a sheetmetal apprenticeship & retired in 2006 as a sheetmetal estimator (39 years with the Schebler sheetmetal Co).

★ I enjoy all of the Kids, Woodworking, gardening & trying to stay out from under Judy's feet. Also looking forward to many happy years of retirement and seeing shipmates from the Edisto

Treasurer - Jim Jensen

★ I served on board the USS Edisto AGB-2 from September 1960 until August of 1962, coming on board as a seaman apprentice and leaving as a QM3. After leaving the Edisto I enrolled at the University of Wisconsin – Oshkosh and began studying music with the intentions of becoming a teacher.

★ In 1963 while applying for a summer job I was offered a full time job as an apprentice photoengraver, which I accepted, and retired from thirty-eight years later. I served a six-year apprenticeship in the lithograph field and then transferred into rotogravure. I worked various jobs in the rotogravure department until becoming the foreman. I was also involved with the union and was a shop steward, chief shop steward, on the union executive board and a board member of the Company – Union Health Insurance Company.

★ During that period I also started a charter fishing business on Lake Michigan and ran that on the side for ten (10) years. The training I had as a QM in the Navy, helped not only in the Captains exam for the Coast Guard, but also from a practical point on Lake Michigan

★ I retired in January of 2001 and keep busy with a vegetable garden, planting food plots for the deer and turkey, yard work, hunting, fishing, snowmobiling, and as a groomer operator for the snowmobile club. I am the treasure of the USS Edisto Association, adjutant of my American Legion Post, vice president of our snowmobile club, and on the board of the Company – Union Health Insurance Company. I am married to the girl I met while in service (in Boston) and have one son, two daughters and eight grandchildren.

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Membership - Eugene Fettinger USN (Retired)

★ Raised in the great state of Brooklyn, New York (didn't know there were other states before that). Joined the USN Navy in 1958 and in January 1960 (a very cold winter/windy day at a privately run down shipyard at East Boston, Mass.) went aboard the USS Edisto straight to the engine room. After eight months of listening to the Fairbank/Morse sounds and doing a lot of "bilge diving" made a sound (quiet) decision to "get the hell out of here"

★ Went on a tour “mess cooking” and then into the Galley which was my calling. Seen the Arctic for three cruises and one Southern (Antarctic)

★ They wanted me to extend and make another Southern operation before enlistment was up and I told them if that happened there would be penguins on the menu and sea lions for dessert (think they got the point)?

★ Made the Navy a 22 year career without any regrets but with a lot of appreciation of an opportunity to learn about leadership and an honored professional skill which was able to carry on into the ‘civilian world”

★ Leaving the Navy was able to utilize the VA benefits and go to college and earn a BBA which was another plus improving in the knowledge of life

★ Got married later in my Navy career to my wife Sheila who was born in Korea.

★ 1966, Married the former Katherine Oliver of Jacksonville, FL and began a career with Bendix operating NASA tracking stations with first assignment in Canary Islands, SP followed by Ascension Island, UK. Graduated from Brevard Community College before entering FTU or what is now University of Central Florida to pursue engineering degree. Senior Manager at Alaska and Florida tracking stations and became Manager of NASA world-wide tracking network comprised of stations in Africa, Alaska, Bermuda, California, Florida, Guam, Hawaii, Maryland, Spain and Ascension Island, UK with career spanning hundreds of launches of manned and unmanned spacecraft to include Apollo, Skylab, Apollo-Soyuz and Space Shuttle programs.

★ Retired in 1997, got involved with the search for shipmates, arranged the 1st reunion in Charleston, SC and the rest is history. Arranged 2nd reunion in Chattanooga and now working on the 3rd to be held in Newport News, VA.

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Past President – Glenn Smith

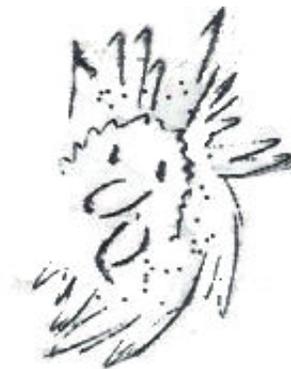
★ Graduated 1956 from Marion High, Lake Charles, LA. Joined Navy 1959 and attended finishing school at San Diego, CA before transferring to Electronics School, Treasure Island (TI), San Francisco, CA. Applied and was accepted into Submarine School and attended Submarine Radar School at TI before transferring to the tropical paradise of New London, CT where X-rays showed irregularities on lungs and in 1960 was dropped from school and assigned to the cruise ship USS Edisto.

★ Served onboard the Steady Eddy 1960 to Sept '62 and made 2-3 northern cruises and one southern cruise ('60/61) where we rode out the “perfect storm.” Before long my personal sacrifice and outstanding performance earned a transfer to the USS Glacier just as she was getting underway for a southern cruise. The Glacier returned to US soil in April '63 where I was pleased to accept and Honorable discharge to end my enlistment.

★ 1963, returned home to Florida and stopped off in Jacksonville where I placed heavy reliance on the skills learned in the Navy and sold Women’s shoes for the May Company department store.

Officers & Directors that did not make the press time.

Secretary: William (Tiny) Gallant
Webmaster: John Herrmann
Historian: Jon Newton
Graphics Chair: Eugene Mollica
Reunion Chair: Howell Purvis



Edisto Kee Bird 1947

A FAMILY OF ICEBREAKERS

The inauguration of the new Kee Bird is an appropriate time to revisit what were once our homes and the basis for the extended family of Navy icebreakers Burton Island, Edisto, Atka, Glacier and Staten Island. Our sister ships, named after islands, were built on the Burton Island Class – also known as the USCG Wind Class - and became the US Navy workhorses for both Arctic and Antarctic exploration. In a class by herself, the USS Glacier was built to handle

the toughest icebreaking chores in the Antarctic. Now owned by the Glacier Society, she is being readied to become seaworthy again to provide assistance to the indigenous peoples in the Arctic Basin of the eight circumpolar countries by delivering needed medical care to remote coastal areas together with supporting polar medical and environmental research and conducting educational programs.

Icebreakers

Burton Island Class Icebreaker:

- Laid down, 15 March 1946, at Western Pipe and Steel Co., San Pedro, CA.
- Launched, 30 April 1946
- Commissioned *Miscellaneous Auxiliary USS Burton Island (AG-88)*, 28 December 1946, CDR. G. Ketchum in command
- Reclassified *Icebreaker (AGB-1)*, 1 March 1949
- Decommissioned, 15 December 1966 and transferred to the US Coast Guard
- Commissioned **USCGC Burton Island (WAGB-283)**, 15 December 1966
- Decommissioned by the Coast Guard, 9 May 1978
- Transferred to the Maritime Administration for disposal
- Final Disposition, sold for scrapping, 17 August 1980, for \$261,000, to Leven Metals Corp, San Jose, CA.,

Specifications:

As Built - 3,575 t.(lt) 6,515 t.(fl)
Coast Guard 1967 - 3,052 t.(lt) 6,481 t.(fl)
Length 269'
Beam 63' 9"
Draft 25' 9"
Speed
Max Sustained 13.4 kts, 30,929-mi radius (1967)
Economic 11.6 kts, 32,485-mi radius (1967)
Complement
Navy 353
Coast Guard 204
Armament
Navy - one single 5"/38 dual purpose gun mount
Coast Guard - none
Aircraft two helicopters
Propulsion 6 Fairbanks Morse 10-cylinder diesels driving 6 Westinghouse DC generators which in turn drove 2 electric motors; two propellers, 5,000 SHP each

Glacier Class Icebreaker:

- Laid down, 3 August 1953, at Ingalls Shipbuilding, Corp., Pascagoula, MS.
- Launched, 27 August 1954
- Commissioned **USS Glacier (AGB-4)**, 27 May 1955, CDR. E .H. Mater in command
- Decommissioned, transferred to the Coast Guard, 30 June 1966
- Recommissioned as **USCGC Glacier (WAGB-4)**
- Struck from the Naval Register, 1 July 1966
- Decommissioned by the Coast Guard, 7 July 1987
- Transferred to the MARAD for lay up in the National Defense Reserve Fleet, Suisun Bay, Benecia, CA
- Final Disposition, to serve as a museum ship at Bridgeport, CT.

Specifications:

Displacement 8,650 t.
Length 310'
Beam 74'
Draft 29'
Speed 16 kts.
Complement 16 Officers, 232 Enlisted
Air Detachment Complement 4 Officers, 10 Enlisted
Aircraft two helicopters
Armament one twin 5"/38 gun mounts, three twin 3"/50 gun mounts
Propulsion ten Fairbanks-Morse diesel engines in three engine rooms connected through Main Control to two General Electric electric propulsion motors

THE OLD NAVY

Written by a World War Two Sailor

Come gather round me lads and I'll tell you a thing or two; about the way we ran the Navy in nineteen forty two.

When wooden ships and iron men were barely out of sight; I am going to give you some facts just to set the record right.

We wore the ole bell bottoms, with a flat hat on our head; Always hit the sack at night and never "went to bed."

Our uniforms were worn ashore and we were mighty proud; never thought of wearing civvies, in fact they were never allowed.

Now when a ship puts out to sea I'll tell you son it hurts; when suddenly you notice that half the crew is wearing skirts.

And it's hard for me to imagine, a female boatswain's mate; stopping on the Quarter deck to make sure her stockings are straight.

What happened to the Kiwi brush, and the old salt-water bath; holy stoning decks at night cause you stirred old Bosen's wrath!

We always had our gedunk stand and lots of pogy bait; And it always took a hitch or two ,just to make a rate.

In your seabag all your skivvies, were neatly stopped and rolled; And the blankets on your sack had better have a three-inch fold.

Your little ditty bag, it is hard to believe just how much it held; You wouldn't go ashore with pants that hadn't been spiked and bellied.

We had scullery maids and succotash and good old SOS; And when you felt like topping off, you headed for the mess.

Oh we had our belly robbers but there weren't too many gripes; For the deck apes were never hungry and there were no starving snipes.

Now you never hear of Dave Jones, Shellbacks Or Polliwogs; And you never splice the mainbrace to receive your daily grog.

Now you never have to dog a watch or stand the main vent; You even tie your lines today, back in my time they were bent.

We were all two-fisted drinkers and no one thought you sinned; If you staggered back aboard your ship, three sheets to the wind.

And with just a couple hours of sleep you regained your usual luster; Bright eyed and bushy tailed- you still made morning muster.

Rocks and shoals have long since gone, and now it's UCMJ; Then the old man handled every thing if you should go astray.

Now they steer the ships with dials, and I wouldn't be surprised; If some day they sailed the damned things from the beach computerized.

So when my earthly hitch is over, and the good Lord picks the best; I'll walk right up to HIM and say, "Sir, I have but one request.

Let me sail the seas of Heaven in a coat of Navy blue; Like I did so long ago on earth way back in nineteen-forty two.

The Memory Quilt

This quilt was made by Marie MacDermid, in



memory of her late husband John MacDermid, the ship's Photographer in '51-52. It was presented to the Association at the first reunion in

Charleston, SC. The quilt was again displayed at the 2nd reunion in Chattanooga, TN. Marie also had a DVD made from the photos that Mac took during a cruise and donated the copy for distribution to Association members

Do you have your SP 90 plate yet? These standard size auto license plates are a reproduction of plates sold at the Navy Exchange in New Zealand in the 1960's and updated with the addition of the blue color. Cost for the plates is



\$15.00 plus \$5.00 shipping and handling. Cost for two plates is \$35.00 if both are shipped to the same address as two may be shipped for the same rate as one. Profits from the sale of these plates will be forwarded to the current treasurer of the Edisto group of worthies who have done To order the plate (s) Send a note with the following: (1) number of plates requested. (2) address for delivery. (3) Check or

money order made out to Lyman H. Smith, II for the number of plates ordered. (Please include your telephone number.) Your request should be mailed to Lyman Smith, Jolly Farm Rd, PO Box 524, South Sutton, NH 03273. Delivery will be by USPS priority mail.

REUNION HISTORY



Sept 8-12, 2004
 Airport Radisson, Charleston, SC
 Attendance: 134 total (74 Shipmates)
 Tours: Patriots Point, River Cruise, Dinner Cruise and visit to the Citadel Academy

April 23-26, 2006 Holiday Inn Choo Choo, Chattanooga, TN
 Attendance: 134 total (76 Shipmates)
 Tours: Lookout Mountain, Ruby Falls, Chickamauga Park, Gordon Mansion



Lee

REUNION 2008

What: **USS Edisto Association Reunion**
 Where: **Newport News Marriott Hotel, Newport News, VA**
 When: **May 1st - May 5th**

Marriott Hotel
 740 Town Center Drive
 Newport News, VA 23606
Reservations: 1-757-873-9299

Tentative Event Schedule

- Thursday, May 1 Check-in, Registration & Reception Buffet Dinner
- Friday, May 2 A casual walking Tour of Colonial Williamsburg, Lunch on your own, then visit the Mariner Museum & the USS Monitor Center
- Saturday, May 3 Travel to Norfolk for 2-hour river cruise of Norfolk Naval base, lunch, then visit Nauticus and Battleship USS Wisconsin - Evening is Free Time
- Sunday, May 4 AM - Breakfast & Business Meeting
 PM - Banquet and Memorial Service
- Monday, May 5 Check Out

All Icebreaker Sailors, spouse, family and guest are invited to attend and participate in the tours, dinners, etc., however only paid up members of the organization are permitted to vote on issues that come before the mast. Room rate is **\$99 plus tax** for either a standard Double-Double or a standard King. There is a strict No Smoking policy inside the hotel but there are designated places that one can smoke. To insure getting the negotiated rate, reservations (757-873-9299) must be made by the **cut-off date of March 31, 2008** and should be made in the name of the USS EDISTO GROUP. Rate is good beginning April 30th (minus 1 day) through May 6th.

Anyone planning to attend the reunion should contact Glenn Smith at ussedisto@bellsouth.net or write to P.O. Box 747, Mims, FL 32754-0747 or by phone (321) 269-5637 for more details. If you don't have a computer, don't forget to take advantage of your local library.



Davy Jones's locker
Rate – Onboard – Date Gone to Sea (2004 to 2007)



2004

Dillon, Arthur A., S1, 47-47, 11 Jan 2004
 Krueger, Maurice E., RM3, 47-47, 31 Jan 2004
 Sims, Clyde D., CMOMM, 47-47, 14 Dec 2004
 Brown, Isom L., AEHM1, 47-48, 30 Nov 2004
 Kinman, Jacob H., RM3, 47-48, 05 May 2004
 Vogt, Frederick W., FA, 48-48, 3 Jan 2004
 Laws, Billie Reid, SA, 48-49, 26 Nov 2004
 Wells, Artie L., TN, 49-49, 11 Jun 2004
 Felton, Robert, TN, 50-50, 24 Nov 2004
 Guy, Daniel R., SK2, 50-50, 14 Sep 2004
 Garrepy, Paul F., MEC1, 51-51, Mar 2004
 Emery, Marvin R., SA, 51-52, 18 Apr 2004
 Logue, Eugene H., SN, 51-52, 26 Mar 2004
 Arriola, Raymond R., SK3, 52-52, 04 Dec 2004
 Duffey, William J., FN, 52-52, 10 Jan 2004
 Tanner, Raymond C., SA, 52-52, 26 Mar 2004
 Balacanao, Federico, SD, 52-53, 16 Jan 2004
 Klugh, Charles R., FTSN, 53-53, 13 May 2004
 Whitney, Porter E., AG1, 53-53, 09 Jan 2004
 Anger, Don H., QM2, 54-54, Feb 2004
 Cain, Harold S., RMC, 54-54, 11 Aug 2004
 Hurley, William E., RD1, 54-54, 12 Nov 2004
 Deibert, Dale E., SN, 54-55, 02 Jul 2004
 Eckmann, "Charles T.", END1, 54-55, 07 Jan 2004
 Reynolds, Marvin D., BT2, 55-56, 20 Jan 2004
 Bunker, Michael A., HMC, 55-57, 18 Apr 2004
 Rue, Charles F., GML, 55-57, 08 Mar 2004
 Eaton, "David, Sr.", CWO4, 55-59, 19 Dec 2004
 Ayers, Clarence A., SN, 56-56, 6 Jun 2004
 Cradic, Franklin W., SN, 61-61, 08 Mar 2004
 Rosario, Arturo G., SK1, 63-63, 31 Dec 2004
 Whitmer, Joseph B., SF1, 64-64, 2004
 Purdom, Alonzo L., 64-65, 20 Jul 2004
 Abbot, Robert B., CHELE, Unk, 24 Nov 2004

2005

James, Clifford L., CRM, 47-47, 2005
 Snyder, Mark G., WM1, 47-48, 7 Feb 2005
 Pyle, James D., BMC, 48-48, 19 Apr 2005
 Shields, John B., Sonar, 48-49, 20 Feb 2005
 Dugan, Raymond D., FN, 49-52, 6 Nov 2005
 Dewitt, James E., DT2, 50-50, 13 Aug 2005
 Klos, John N., AGC, 50-50, 23 Aug 2005
 Lufkin, Norman C., SA, 50-50, 27 Jan 2005
 Desroches, Arthur, S1, 51-51, 07 Mar 2005
 Horgan, Thomas T., QM1, 51-52, 25 Dec 2005
 Kotelly, Daniel, RMSN, 53-53, "March 6, 2005"
 McMillen, Clair H., FPFN, 53-53, 03 Apr 2005
 Carper, William F., GMC, 54-54, 21 Aug 2005
 Latimore, Willie, TN, 55-55, 25 Dec 2005
 Ollison, Robert L., TN, 55-56, 14 Apr 2005
 Coderre, Ronald G., FN, 55-57, 20 April 2005
 Perrapato, Richard J., RM3, 55-57, 18 Nov 2005
 Krupp, Roger T., EM2, 56-56, 11 May 2005
 Vialton, Richard S., FA, 56-58, 10 Jun 2005
 Vicari, Paul C., EN3, 56-58, Jun 2005
 Sherwood, Everett C., SN, 57-57, 27 Aug 2005
 Bibik, Jim, FN, 61--61, 27 Aug 2005
 Castleberry, David G., ET1, 61--61, 25 Sep 2005
 Mault, George W., SA, 61-63, 25 Dec 2005
 Hoch, Wesly A., LCDR, 64-65, 2005
 Hoch, Wesly A., LCDR, 64-65, 2005
 Stover, John Richard, CPO, 64-65, 18 Jan 2005
 Crow, Alan, SN, 65-65, 16 Jul 2005

2006

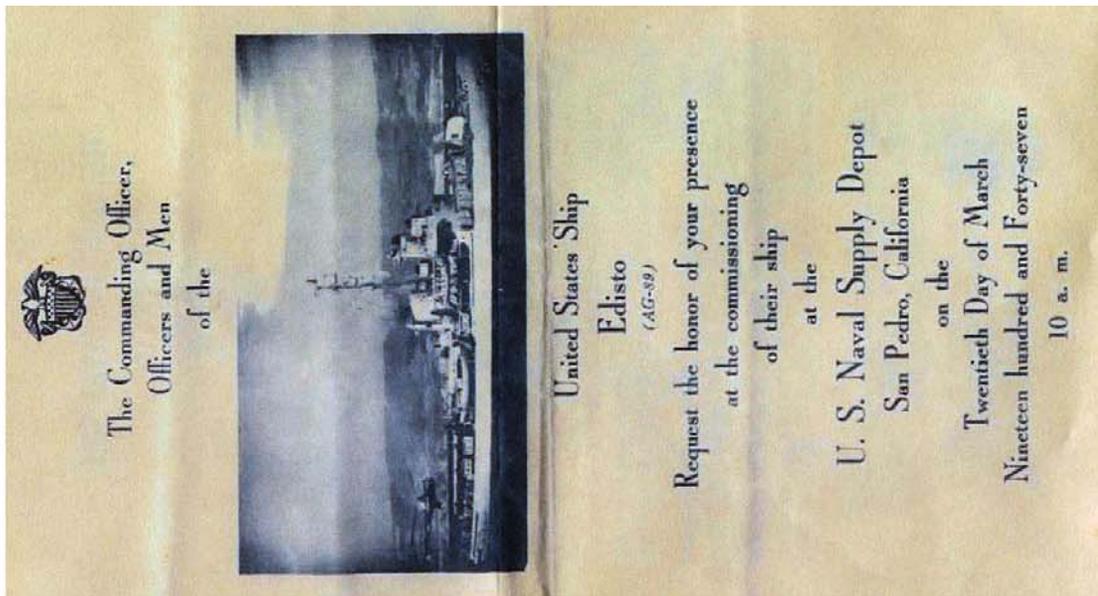
McMullen, John P., AMM2, 47-48, 12 Dec 2006
 Bain, George M., AF3, 49-49, 8 Jul 2006
 Fallin, David D., SK3, 49-49, 26 May 2006
 Luttrell, Ivy Dewayne, FN, 61-62, May 2006
 Sklarewitz, Charles, 49-49, 28 Jul 2006
 Bogaev, Jules H., 50-51, 26 May 2006
 Lewis, Eugene E., FA, 51-53, 09 Dec 2006
 Gagnon, James J., SA, 53-55, 11 Feb 2006
 Frank, Gerald E., SN, 56-56, 28 May 2006
 Grayson, Robert G., SK2, 56-56, 13 Dec 2006
 Rigdon, James E., 56-56, 18 Oct 2006
 Stiefel, Norman, SN, 57-57, 31 Aug 2006
 Squire, James L., FN, 61-61, 24 Mar 2006
 Lindsey, Melvin L., SFM2, 63-63, 30 May 2006
 Luther, Roger W., CDR, Unk, 8 June 2006
 Voyer, Irving L., 26 Dec 2006

2007

Clark, Vernon L., F1, 47-47, 25 Aug 2007
 Robertson, Douglas D., AERM3, 47-47, 19 Jul 2007
 Snedeker, Robert H., 48, Mar 2007
 Arms, Richard, RDSA, 49-49, 7 Mar 2007
 Schomaker, Donald, AN, 51-52, 02 May 2007
 Bagwell, Earnest R., 53-53, 02 Feb 2007
 Turner, Jesse L., RM, 55-57, 19 Aug 2007
 Wiedenhoeft, Frederick, 64-66, 14 Jul 2007
 Kurpecky, David R., SN, 65-65, Apr 2007



1947.. The beginning



1965..the End

Hello Glenn
 Here is the top (Ice Baskis) There is also
 Apex one hour of Cars and another hour of Roy
 Orhison.
 I enclosed a copy (not to good) of an
 article I clipped from the paper.
 It was nice talking to you and Gene.
 John

October 20, 1965

CGd to Take Edisto In Unique Ceremony

BOSTON—A unique combination of ceremonies will occur at the Coast Guard Base here October 20 when the icebreaker Edisto is taken out of commission one minute by the Navy and put back into commission the next by the Coast Guard.

The second action will be an almost exact replay, in reverse, of the first—except one more flag will go up than came down.

Comdr. John Lange Wash, USN, Edisto's commanding officer, will order down the commissioning pennant, the national ensign and the union jack. He will then report to Rear Adm. William B. Sieglaff, commandant of the 1st Naval District, that the ship has been decommissioned.

Capt. William K. Earle, USCG, the new commanding officer, will order up the national ensign, the commissioning pennant, the union jack and the Coast Guard ensign. He will report to Rear Adm. James A. Alger, commander of the 1st Coast Guard District, that the ship is in commission.

THAT WILL BE the takeover of the first of five Navy icebreakers, the others to come within about a year. While the decommissioning and commissioning ceremonies are standard, this will be the first time, officials believe, that they ever occurred one right after the other.

True Davis, the new Assistant Secretary of the Treasury in charge of the Coast Guard, will accompany the Commandant, Adm. Edwin J. Roland, from Washington to observe the ceremony.

About half of the crew at that point will be Coast Guard, most of whom came aboard and started learning their duties from Navy petty officers early in October. By early November, the Navy's half of the mixed crew will have been withdrawn and Edisto will be fully manned by the Coast Guard.

And by that time she will have been painted Coast Guard white instead of Navy gray.

* * *

SHE WILL CONTINUE to do most of her work under operational control of the Navy. So will the four other icebreakers that the Coast Guard is taking over.

Next to come aboard the Coast Guard will be Staten Island February 1, followed by Glacier June 30, Atka October 20, 1966, and Burton Island November 1.

ON THE EDISTO

(Sung to the tune of "*And the Band Played On*")

We work all damn day
For our miserable pay
On the Ed-is-to
Sweep down every morn
With a broom full of corn
On the Ed-is-to
The Boatswain mates holler
Get-hot in the collar
If they aren't running the show
We never relax
Till we've broken our backs
On the Ed-is-to

She's round without might
And a hell of a sight
That's the Ed-is-to
She waddles around
Like a duck on the ground
That's the Ed-is-to
She rocks and she rolls
Thru the North Artic Col~
It seems like its thirty below
If I ever slip up
It will be my last trip
On the Ed-is-to

It doesn't take long
To have something go wrong
On the Ed-is-to
It's nothing to lose
Either one of the screws
On the Ed-is-to
If she's a icebreaker
She sure is a faker
She ought to be cutting the snow
You're crazy to make
Any trip that you take

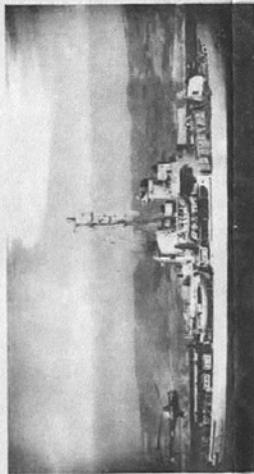
The traveling we do
Isn't new to the crew
Of the Ed-is-to
The scenery is nice
If you want-a see ice
On the Ed-is-to
The places we visit
They sure ain't exquisite
They don't have a damn thing to show
You trade in your soul
When you cross the North Pole
On the Ed-is-to

The story is short
If you're ever in port
On the Ed-is-to
Go out every night
Come back loaded and tight
On the Ed-is-to
But Oh! in the morning
A Boatswain's mates warning
Drives you to keep on the go
I pray for the day
I draw my final pay
On the Ed-is-to!

***** End **



The Commanding Officer,
Officers and Men
of the



United States Ship

Edisto
(AG-99)

Request the honor of your presence
at the commissioning
of their ship
at the

U. S. Naval Supply Depot
San Pedro, California

on the

Twentieth Day of March

Nineteen hundred and Forty-seven

10 a. m.

THE UNITED STATES SHIP

EDISTO

(AG-99)



The U. S. S. EDISTO is named after Edisto Island in South Carolina about 80 miles south of Charleston. It gets its name from the Edisto Indians who were the original occupants of the island. From the late 17th century when the Royal Governors and their staffs had their summer homes on the island down to the present time when the main attraction is an 800 acre state park the island has been a famous resort and vacation spot. It is circumscribed by various rivers and channels, including the Edisto River, and provides useful rear entrance approach to Charleston by ships of light draft. Because of this feature and its location midway between Port Royal and Charleston the river has been used frequently as a strategic naval anchorage.

In 1686 the Spaniards used it as a spring-board to take Charleston. In 1779 it was again used as a stepping stone to Charleston by the British General Clinton. In the Civil War the Union Ship SOUTH CAROLINA was stationed off the island to curb blockade runners.

Construction authorized by Congress on
December 17, 1943.

Keel laid May 15, 1945.

Sponsored by Mrs. George B. Gelly—
Wife of Captain George B. Gelly,
Formerly Captain of the Port of
Los Angeles.

ROSTER OF OFFICERS

Commander E. C. Folger.....	Commanding Officer
Lt. Cdr. H. W. Mabys.....	Executive Officer
Lieut. T. G. Mullikin.....	First Lieutenant
Lieut. (jg) L. G. Edgerton.....	Engineering Officer
Lieut. (jg) W. T. Page.....	Navigator
Lieut. (jg) L. G. Cogswell.....	Gunnery & Communication Officer
Lieut. (jg) F. G. Moses.....	Assistant Engineering Officer
Lieut. (jg) J. W. Phillips (MC).....	Medical Officer
Ensign W. F. Nelson (SC).....	Supply & Disbursing Officer
Chief Boatswain M. O. Baird.....	Assistant First Lieutenant
Chief Electrician C. E. Boseman.....	Electrical & Assistant Engineering Officer
Chief Machinist G. R. Kee.....	Assistant Engineering Officer

The Commissioning Crew

CHIEF PETTY OFFICERS

Abbott, J. C.
 Boykin, W. A.
 Bolin, W. A.
 Bordner, M. H.
 Beaudin, C. M.
 Burger, J. J.
 Cook, E. E.
 Fredrickson, A. A.
 Gilmore, M. K.
 Jones, L.

Jones, P. C.
 Jones, W. J.
 Milke, L. R.
 Nagy, J. E.
 Paul, A. F.
 Pelletier, F. J.
 Ross, J.
 Sims, C. D.
 Warren, C. J.

PETTY OFFICERS FIRST CLASS

Coats, R. C.
 Gillingham, G. C.
 Halter, G. J.
 Harper, R. R.
 Hoeffner, F. A.
 Jackson, V. L.
 Kordahl, J. B.
 Kreber, R. G.
 Lewis, W.
 Mayer, E. M.
 McClung, L. E.

Miller, C. T.
 Ormsher, D. L.
 Record, C. S.
 Reeves, H. P.
 Samelson, J. D.
 Sims, L. E.
 Smith, C. H.
 Tournant, R. L.
 Veach, K. F.
 Williams, J. J.

PETTY OFFICERS SECOND CLASS

Barlow, W. F.
 Dunbrack, K. C.
 Edwards, A. C.
 Fuller, C.
 Furlong, L. H.
 MacGlaflin, J. E.
 O'Conner, J. R.
 Pace, J. C.

Pike, W. D.
 Polzin, W. E.
 Purvis, L. A.
 Solis, J.
 Steffens, F. H.
 Stuck, V. C.
 Weideman, W. R.
 Wheeler, B. F.

PETTY OFFICERS THIRD CLASS

Boyle, J. J.
 Brookings, M. D.
 Brunke, G. L.
 Byrd, E. J.
 Carpino, P. S.
 Crete, J. H.
 George, R. A.
 Hicks, J. E.
 Mayes, E. G.
 Mayhew, E. A.

McConnell, A. L.
 Morrison, W. L.
 Perry, C. H.
 Robinson, U.
 Rogers, W. D.
 Shannon, J. M.
 Simon, A. D.
 Spangler, R. J.
 Whiteley, C. R.

NON-RATED MEN FIRST CLASS

Angus, L. J.
 Baesler, T.
 Blbeitt, A. C.
 Bourgeois, L. B.
 Boyles, J. A.
 Brown, E. G.
 Brownson, D. R.
 Carmichael, H. S. Jr.
 Clark, V. L.
 Clayton, W. L.
 Daniel, H. Jr.
 Desautels, L. T.
 Dixon, R. L.
 Dodd, E. H.
 Dowdy, L. D.
 Elwell, D. G.
 Evans, S.
 Geary, F. S.

Gronau, R. F.
 Hanson, R. P.
 Hawkins, J. W.
 Hemenway, B. J.
 Henderson, K. R.
 Jenkins, O. Z.
 Kull, E. C.
 Lee, S. G.
 Martin, J. E.
 McKinnon, R.
 Miles, H. O. Jr.
 Miller, D. R.
 Newell, L. T.
 Parks, J.
 Todd, J. E.
 Walcher, W. J.
 Wilson, J. A.
 Zoppi, E. E.

NON-RATED MEN SECOND CLASS

Bowden, B.
 Brewer, C.
 Cain, C. V.
 Callahan, H. D.
 Campbell, H. D.
 Cappy, F. L. Jr.
 Carey, D. E.
 Cassel, J. H.
 Crawford, R. D.
 Chmielewski, A. J.
 Davis, W. M.
 Ferree, B. F.
 Flenniken, G. C.
 Frazier, W.
 Haynes, E. P.

Hubbell, J. B.
 Kotzur, J.
 Lessiter, W. D.
 Meador, E. P.
 Myers, A. B.
 Patterson, A. C.
 Pendleton, G.
 Ramirez, G. J.
 Rogers, J. R.
 Rose, J. M.
 Rymanowski, J. A.
 Stephenson, H. J.
 Wade, R. L.
 Winston, J. L.

NON-RATED MEN THIRD CLASS

Butchard, N.
 Dearion, O. L. Jr.

Hocut, V. M.
 Ware, E. E.

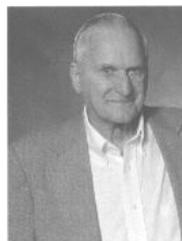
Plank Owners



Vernon Clark



Glenn Flenniken



Bill Davis



Joe Kotzur

Ships Store

Hats are \$25 which includes tax & priority shipping.
Choose between the ship and the Edisto Association Logo or both.



Navy Blue #004 – White Lettering



White #016 – Blue Lettering



Khaki #032 – Blue Lettering



Navy Blue #004 – Gold Lettering



White #016 – Blue Lettering



Khaki #032 – Blue Lettering

Picture of ship \$20
(includes shipping container & postage)
Send check or money order to:
Glenn Smith, P.O. Box 747, Mims, FL 32754-0747

Size 14 X 19 inches



South Pole (SP90) License Plates

These standard size auto license plates are a reproduction of plates sold at the Navy Exchange in New Zealand in the 1960's and updated with the addition of the blue color. Cost for the plates is \$15.00 plus \$5.00 shipping and handling. Cost for two plates is \$35.00 if both are shipped to the same address as two may be shipped for the same rate as one. Profits from the sale of these plates will be forwarded to the current treasurer of the Edisto group of worthies who have done To order the plate (s) Send a note with the following: (1) number of plates requested. (2) address for delivery. (3) Check or money order made out to Lyman H. Smith, II for the number of plates ordered. (Please include your telephone number.)



Mail check or Money Order to:
Lyman Smith, Jolly Farm Rd, PO Box 524,
South Sutton, NH 03273.

Delivery will be by USPS priority mail.

Ships Store



K500



L500

Name can be embroidered on right side of shirt for \$3

Price applies to XS-XL Add \$2 for XX Large and \$4 for XXX Large

Silk-Touch Sport Shirt \$25

- 5-ounce, 65/35 poly cotton pique
- Knit collar and cuffs
- Double-needle armholes and bottom hem
- Side vents
- Metal buttons with dyed-to-match rims
- Adult sizes: XS-6XL

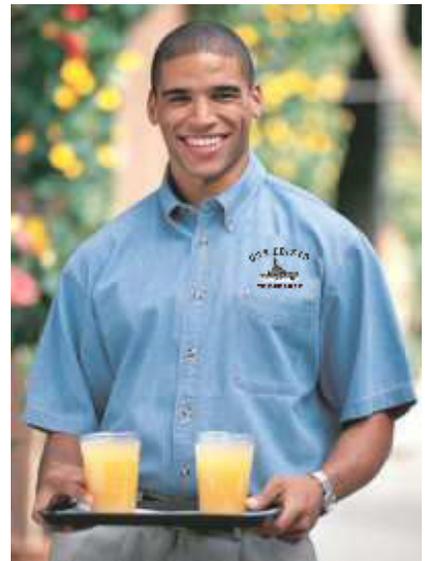
Short Sleeve Denim \$30

Sturdy construction, a generous cut and garment washed for a soft touch. 6.5-ounce, 100% cotton

- Horn-tone buttons
- Tuck-in tails
- Double-needle stitching
- Button-through sleeve plackets and adjustable cuffs on long sleeve styles
- Button-down collar
- Patch pocket
- Adult sizes: XS-6XL



Denim LSP11



Denim Men SP11



L431



K431

Sport Shirt with Tipping Stripe Trim \$38

These sport shirts make whatever comes your way a breeze. The mesh weave helps keep you cool while the cotton knit assures you look it. Garment washed for a soft hand and reduced shrinkage.

- 6.3-ounce, 100% ring spun combed cotton
- Double-needle stitching
- Flat knit collar and cuffs
- 3-button placket with horn-tone buttons
- Adult sizes: XS-6XL

HAT ORDER FORM

Item Description	Color	Personalized Name on back	Price each	Qty	Total
Hat #004	Navy		\$25.00		
Hat #016	White		\$25.00		
Hat #032	Khaki		\$25.00		

SHIRT ORDER FORM

Item Description	Color	Size	Personal Name-right breast pocket	Price	XXL Add \$2	XXXL Add \$4	Add \$3 for Name	Add 6% Tax	Total
K500 Mens				\$25.00					
L500 Womens				\$25.00					
SP11 Mens Denim				\$30.00					
LSP11 Women Denim				\$30.00					
K431 Mens				\$38.00					
K431 Womens				\$38.00					

Make check payable to: **USS EDISTO ASSOCIATION**

Mail to:

**Glenn Smith
P.O. Box 747
Mims, FL 32754-0747**

Questions? Contact Glenn Smith at (321) 269-5637 or Email at USSEDISTO@BELLSOUTH.NET

Your name: _____

Telephone Number: _____

Email Address: _____

ARE YOU A MEMBER?

REGISTRATION FORM USS EDISTO AG89/AGB2 MEMBERSHIP

www.ussedistoagb2.com

NAME : _____ Nickname _____

Spouse Name: _____

Service Number: _____ Year(s) Onboard: ____ - ____

Mailing Address: _____

City: _____ State: _____ Zip code: _____

Home Telephone: _____ Other phone? _____

Email Address: _____

(Don't have a computer? How about a son or daughter? Neighbor? Library? And don't forget your local library. Most now have Internet and you can surf the web and sign up for a FREE email account with gmail (google.com), Netscape or MSN Hotmail.

Membership = \$20 one-time fee to join + \$10 annual dues = **\$30 total**

Make Check or Money Order payable to:

USS EDISTO ASSOCIATION

**And mail to: James Jensen
N 4792 Homestead Rd.
Hawkins, WI 54530**

Do you plan to attend the May 1- 5, 2008 Reunion in Newport News, VA? Circle: Yes / No
It will be held at the Newport News Marriott Hotel and rates are \$99/night.and make sure you tell them that you are with the USS Edisto Group.

If you plan to attend, how many people in your party: ____?

Contact Glenn Smith for questions about the Reunion.

P.O. Box 747,
Mims, FL 32754-0747
Ph# (321) 269-5637
Email: ussedisto@bellsouth.net