



## President's Corner

Virgil H. Paulk

Greetings Mates,

Glenn is preparing the Kee Bird to go to press with information of our next reunion and has requested my input for the "Presidents Corner".



OK, I enjoyed our reunion in Newport News and hope you did as much as I. It's strange that one can meet people they have no memory of but after chatting a few minutes find they share the same memories, chat a little longer and the fog lifts and suddenly you remember the man. While visiting with James Woodworth I saw his badge said 1947, I had no memory of the name nor did he look familiar but when I asked where he was from, he answered West Virginia, something clicked. I asked if he won the Anchor Pool, he did and we were off to catching up on the last sixty years.

Bear with me while I spin another yarn from the days when the Edisto was the AG-89 and the decks were still varnished, before Bos'n Berger had them holy stoned back to raw wood.

Continued on page 2

## Reunion News

2008 Newport News, VA and 2009 Baton Rouge, LA

Glenn Smith  
Reunion Planner

Ready Penguin welcomed 126 shipmates, wives and guest at the Town Center Marriott Hotel, May 1-5, 2008. See <http://www.windclass.org> for more info.



The large 5ft penguin marked the entrance to the Gathering Room and greeted the shipmates upon their arrival.

The next reunion is May 14-18, 2009 in Baton Rouge, LA.

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## More about Association Officers

*The first issue of the Kee Bird featured short biographies of the Association Board of Directors President Virgil Paulk, V.P. Gerald Downs, Membership Chair Eugene Fettinger and past president Glenn Smith. This is a continuation of Bios from more Board Members.*

### **Association Treasurer: William (Tiny) Gallant**

I joined the Navy reserves in high school in 1957. After graduation, I attended Southern Illinois University on a football scholarship. I had to leave because of mother's illness after completing one year. Went to Newbury College in Mass. after completing my active duty in 1962. I then started a 30-year career in casualty claims under the employ of the Hartford Insurance Group. I held various positions including claims rep, claims supervisor, suit supervisor and ultimately claims office manager. At one point, I traveled a lot as a "storm trooper" handling catastrophe claims (hurricanes, hail storms and the like). I married and had one girl and three boys. I am very proud of all of them for the lives that they are now living.

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The Kee-Bird is the official Newsletter of the USS Edisto Association, Inc and is published three times yearly for members of the Association. Stories, photos and other materials relative to icebreakers should be mailed to the USS Edisto Association, P.O. Box 747, Mims, FL 32754 and shall become the property of the USS Edisto Association. We make no guarantee that said stories or photos will be published and we reserve the right to edit the content to conserve space to limit printed materials to keep cost down.

**Editor/ Publisher/Printer**  
Glenn Smith

—  
**2008-2009**

**USS Edisto Association, Inc. Executive Board**

**President**  
Virgil Paulk

**Vice President**  
Gerald Downs

**Treasurer**  
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**Secretary**  
William Gallant

**Director & Reunion Planner**  
Glenn Smith

**Membership Chair**  
Eugene Fettingner

**Webmaster**  
John Herrmann

**Historian**  
Jon Newton

**Logo Chair**  
Eugene Mollica

Joseph Rose, a plank owner found our web site and emailed John Herrmann a note telling him he was aboard. John forwarded the note. I called Joe and we chatted quite a while, of course we didn't remember each other but enjoyed the visit. Joe, I hope you join us in Baton Rouge at our next reunion.

**President's Corner Continued...**

In this edition of the "Kee Bird" there is information about Baton Rouge and our hotel. Odell and I met Glenn and Kathie there last year at the invitation of their Convention Bureau. They rolled out the red carpet and gave us a whirlwind tour of their City, its Hotels and Attractions. The USS Kidd was open for exploration. The ward room was locked but everything else was open to look through, everything.

I had never been to Baton Rouge before and never thought much about visiting it but am glad they invited and showed us their attractions and am eager to return. We were shown more places than Glenn can possibly book but I know you will enjoy the ones he does.

Till then, God Speed.

Virgil Paulk

**Next Reunion – Baton Rouge**  
**May 14-18, 2009 Embassy Suites, Baton Rouge, LA**

**Now is the time to make your reservations by calling toll free 1-800-EMBASSY (1-800-362-2779), or by dialing the hotel direct at 1-225-924-6566. You can go online to <http://www.esbatonrouge.hotel-brochure.com/> and use our Group Code "UEA" to get the reduced rate.**

Here are the particulars for this 4-day event:

- Room Rate is \$102/night plus tax for 2-room suite. Double-double or King Suites. Each suite is comprised of a living room, sofa, chair, table & chairs, a separate bed room, 2 TVs, coffee pot, refrigerator, microwave, iron, ironing board, hair dryer, wet bar and other amenities.
- Complimentary shuttle to/from Airport
- Free Cooked-to-Order breakfast each morning
- Free cocktails & sodas each evening for 2-hour period
- Free self-parking

**Come join us in Baton Rouge.**  
**Make your reservations now!**

You have 24-hours to cancel if necessary

**Davy Jones Locker**

We extend our condolences to the families of our shipmates who have passed on before us.

Last_Name	First_Name	Rate	Onboard	Gone to sea
Bouffard	Roger J.	Unk	Unk	2 Aug 08
Domoretzky	Vasily (Ziggy)	BM2	61	28 May 08
Leach	Donald B.	LT	56-59	5 Mar 08
Lynch	James T.	SKSN	51	13 March 08
Watterson	Richard L.	EMC	47-48	8 Jan 08

**Reunions continued:**

The 3rd reunion of the Navy Icebreaker USS EDISTO, AG89/AGB2, was held May 1-5, 2008 at the Newport News, VA Town Center Marriott Hotel. In attendance were 126 shipmates, wives and guest. The Hotel is situated between Norfolk and Williamsburg at the Oyster Point Town Center, Newport News, and was just a few short minutes from Colonial Williamsburg or the attractions in Newport News and Norfolk.

A Reception & Welcome dinner Thursday evening kicked off the event with 106 diners in attendance. Friday, a tour of Williamsburg was followed by a visit to the Mariners Museum and the Monitor Center before retiring to the hotel where the group enjoyed a delicious buffet dinner.



At left Eugene Mollica poses with a cake that sports the Logo that he and his committee designed for the Association

Saturday was marked by a full day of tours in Norfolk with a visit to the Nauticus, Navy Museum and the Battleship USS Wisconsin. Afterwards the Group lunched at the 129 year old Free Mason Abbey and capped the day with a 2-hour river cruise on the Victor Rover.

At the Business Meeting, Rev. Donald Woodard, dressed in his old Navy Blues, was piped aboard by Bos'n Ron Mallet. No new candidates were on the slate so the incumbents were reelected to their officer positions.

There are so many good things about Banquet night that only a few can be mentioned here. The event was opened by a US Marine Color Guard and closed by the Doorway Singers performing "Liberty Call." Joining their proud parents were son CPO Ray Saldana and daughter Petty Officer, 1<sup>st</sup> Class Colleen Ward. Craftsman Gerald Downs made 2 dozen beautiful clocks with ship's logo for door prizes and Jon Newton delighted us all with a Song for the Icebreaker Sailor that he composed. Jon had a special printing for all members and a copy of the song is enclosed in this package.

**Those attending the event are shown below.**

Last_Name	First_Name	Spouse	Guest
Adam	Jerome	Marlene	
Andrews	Bruce J.	Eleanor	
Annabel	Charles A.	Dianna	

Ash	Glyndon D.	Carolle	
Banyan	Peter M.		
Belcher	James L.		
Benson	Arthur D.	Jan	
Breslin	Peter M.	Joy	
Collins	David S.	Holly	
Conaway	Preston R.	Glenda	
Cooper	Stuart R.	Alma	
Dickinson	William C.		
Dohner	Karl E.		
Donnelly	Frank P.		
Downs	Gerald L.	Judy	
Duffy	Thomas E.	Elaine	
Dykas	Richard F.	Mitzie	
Edwards	Jack W	Sally	
Fannin	Eugene B.	Mary	
Fettinger	Eugene	Sheila	
Foster	John P.	Dorothy	
Frary	Kenneth W.		
Gallant	William F.	Cathy	
Green	Duane L.	Betty	
Griswold	Richard E.	Gladis	
Harper	Thomas J.	Sandra	
Heidel	Warren A.	Faye	
Hoyt	Charles W.	Joanne	
Hughes	Erwin N.		
Hunter	Hugh A.	Judy	
Isachsen	Eric	Kit	
Jensen	James M.	Norma	
Johnson	Edward P.	Bentha	
Kinney	Patrick B.	Sara	
Koenig	J. Weldon	Nancy	
Kohles	Harry F.	Rosemarie	
Koski	Ray		
Lakatos	Steven W.	Toni	Shannon M. Ward
Maisano	Frank	Kathi	
Mallet	Ronald J.		Sharon & Stephanie Carlan
Marx	Thomas W.	Laverne	
Meyer	Rudolf K.	Pattie	
Mollica	Eugene T.	Sandy	
Morris	Alexander R.	Carol	
Neilsen	Kenneth	Nancy	
Newton	Jon V.	KT	
Patarini	Valentino M.	Sandi	
Paulk	Virgil H.	Odell	
Robinson	George L., Jr.		
Saldana	Gilbert	Lupe	CPO Raymond Saldana
Schardein	Edgar A.	Hilda	
Schwade	Stanley N.	None	
Sewell	Frank K.		
Seymour	Sapaeto J.		Yvonne Wells
Smith	Glenn D.	Katherine	
Soucey	Roger A.	Barbara	
Stancill	O. J.	Alice	
Strayton	George	Victoria	Irene Valenti
Szymanski	Eugene		
Taddeo	Anthony		
Vogel	Robert J.	Carole	Craig Vogel & Melissa Kestermont
Ward	James A.	Maureen	USN 1 <sup>st</sup> Class Colleen Ward
Weber	Robert A.	Valerie	
Werner	Alexander		
Woodard	Donald E.	Sharon	

*Continued from page 1:*

I am grandfather to 7 grandchildren and 3 wonderful step-grandchildren. In January 2000; I got my first computer and found the "white pages" which furnished me with phone numbers of people that I knew throughout the U.S. One night, I decided to try to locate a couple of friends from the Edisto. It had been almost 40 years but I remembered that Leo Johnston lived in Punxsutawney Pa. and Dave St. John lived in Cooperstown N.Y. I made a couple of calls and much to my surprise contacted both of them. In the next 1-1/2 years, with their help and the help of others, I had located 85 of my shipmates from the "big storm" on the '61 Antarctica cruise. Fortunately for all of us, those 85 included John Herrmann, Eugene Fettinger and Glenn Smith.....Herrmann started our web site, Fettinger took over finding as many people in a month as I was able to locate in one and a half years and Glenn took over the task of organizing all of the gathered info and pretty much single-handedly founded the USS Edisto Association. I am now living my life with my soul-mate, Cathy. We have been together for about 18 years and pray that we have many more together...We live in Massachusetts and winter in Clearwater Fla. ■

### **Historian: Jon Newton**

Not long after the Edisto returned from the 58-59 Antarctica trip she began readying to go north. I was a short timer plus the Edisto didn't really have a permanent billet for a journalist. (I had been assigned because of Operation Deep Freeze IV and the extended International Geophysical Year.) Earlier I had turned down an offer to re-up. I wanted another trip back to the ice and they wanted me to do some time first in the Antarctic Office in Washington DC. Shore duty was not my idea of the Navy so I took a pass. All this combined to get me transferred to the USS Glacier. But the Glacier already had a journalist so there was nothing for me to do except hang around all day and wait for liberty. (Got to know Boston pretty and still have a fondness for that city.) I knew this couldn't last long and it didn't. When the Glacier got orders I transferred to Newport, RI and spent my last few active duty weeks on shore patrol. Can you picture this skinny-assed journalist telling drunken tin-can deck apes to shape up or I'd run them back to their ships? When we went in to check a bar I used to leave my nightstick outside so it wouldn't get used on me.

Anyway, I mustered out in Newport and returned home to Philadelphia to interview for a reporter position with all three city newspapers at the time. Got offers from all three but had to begin as a copy boy (it's a tradition) until a reporter slot opened up, which was not viable financially. I was encouraged to try the advertising agency business as a copywriter and that is where my civilian career began. agencies in Philadelphia and soon after than stated my own shop. Took in some partners in the early '70s and for several years did work for the Philadelphia Eagles and the Phillies, including authoring articles for their yearbooks. The agency

subsequently grew to a staff of about 12 people with billings of over \$3 million. Accounts included The Walnut Street Theatre (oldest theater in continuous use in the US), Villanova University, Philadelphia Community College, Pottery Barn, Pennsylvania Electric Co. This was the era of "boutique" ad agencies (agencies that specialized in highly creative output) and our work was regularly recognized with industry awards. Among many others Newton Associates garnered five Telly Awards for exceptional television commercials, five Silver Microphone Awards for creative radio spots, three national Business/Marketing Association awards, plus awards from the Philadelphia Art Directors Club and the International Film and TV Festival of New York.

In 2003, I sold my company to the employees and stepped out of the advertising business to make time for the many demands on me as historian of the USS Edisto Association (just kidding). I am now a marketing communications consultant, freelance writer, and editor of the Girard College Alumni Magazine. I married my wife, KT, an Assistant United States Attorney for the Eastern District of Pennsylvania, five years ago. In 2006 we went to Antarctica, retracing some of the Edisto's passage through the Palmer Archipelago during my 1958-59 Operation Deepfreeze cruise. I have a daughter and son by a previous marriage and two grandsons. Son Eric is an actor and aerialist who has performed with the famed Cirque du Soleil and performed in the animated films "The Grinch Who Stole Christmas" and Tom Hank's "Polar Express." We reside in Bryn Mawr (suburban Philadelphia) PA. ■

### **Logo Chairman: Eugene Mollica**

After graduating from Purdue University with a BS degree in Industrial Economics, I joined the Navy as an officer candidate and attended Officer Candidate School, Newport Rhode Island, graduating in Class 27 in August 1956.

My first duty assignment was to attend Mine Warfare School in Yorktown, Virginia, at the site that is now the Coast Guard Station, prior to reporting for duty aboard the coastal minesweeper, USS Ruff MSC-(O)-54. I reported aboard Ruff in September in Jacksonville, Florida where she was completing a shipyard overhaul. Upon completion of the overhaul Ruff proceeded to Charleston, SC which was home port for the Mine Force Atlantic Fleet.

After a few months of normal operations out of Charleston, the Mine Force participated in Operation Springboard training exercises in the Caribbean, calling at San Juan, PR, St. Thomas, VI and the Dominican Republic, before returning to Charleston. In late Spring 1957, MinDiv 44 was ordered to move to Panama City, FL to support the Mine Warfare Development Center, and Ruff and her sister ships operated as test platforms for new minesweeping technology.

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In the Fall of 1957 MinDiv 44 was ordered to be transferred to the Reserve Fleet as part of an overall fleet size reduction. Three of the MinDiv 44 ships were assigned to west coast Naval Reserve units, and Ruff departed Panama City in November for the Panama Canal en route to Seattle, WA.

Knowing that I needed another ship billet, and having seen a very interesting short documentary on Operation Highjump, the first fleet operation to Antarctica after WW II, I requested duty aboard an Atlantic Fleet icebreaker. Since Glacier was in Antarctica, and Edisto was in Boston and in need of a Damage Control Officer, I was assigned to Edisto with orders to attend Damage Control School, Philadelphia Naval Shipyard, prior to reporting aboard.

I reported aboard Edisto in early 1958 at the Munroe Shipyard, in Chelsea, MA, and after completion of the overhaul, Edisto was ordered to Guantanamo Bay, Cuba for refresher training. While we were in Guantanamo the Cuban revolution was in progress and we could hear the gunfire in the nearby hills as Castro's forces fought government troops, and we could not leave the base which was closed due to the fighting.

After completing refresher training, Edisto departed Guantanamo and proceeded to Norfolk for a change of command, where CDR John E. Plummer was relieved by CDR Henry D. Davison.

Edisto returned to Boston and we prepared for Operation Sunec 58. Prior to departing Boston in May 1958, I relieved John Robertson as Engineering Officer and John Weldon Koenig became Damage Control Officer. Edisto spent the Summer escorting supply ships into the various DEW Line bases located on the coasts of Labrador, Baffin Island, and Greenland, steaming as far north as Thule Greenland, and returning to Boston in September.

Edisto then refitted and resupplied, and prepared for Operation Deepfreeze IV, departing Boston in November 1958. I will not go into detail about Edisto in Operation Deepfreeze IV since that cruise is well documented elsewhere.

After Edisto returned to Boston and completed shipyard overhaul at Bethlehem Steel Shipyard in East Boston, I was detached from active duty in August 1959 and departed Edisto for civilian life.

#### Civilian Career

After leaving the Navy, I joined a construction company owned by family which specialized in laying high

pressure natural gas pipelines in New Jersey, and spent three years as a construction superintendent

I then decided that working for a family owned construction company was not likely to lead to the career opportunities and lifestyle I wanted for myself.

After spending some time evaluating career options, I decided on industrial sales, and specifically the chemical industry, which at that time was experiencing enormous growth, as where I thought my aspirations could be satisfied.

I joined Monsanto Chemical Company in August 1962, and moved to St. Louis, Missouri and began my first assignment as a sales trainee in organic chemicals.

After completion of training, I was assigned to Los Angeles, California with sales responsibility for organic chemicals sold to the plastics, specialty detergent and sanitizing agents, food ingredients, fruit juice processing, soft drink, and wine industries in southern California and the San Francisco Bay area.

In 1964 Sandy and I were married and we lived in Huntington Beach until my next assignment. In 1966 we moved to Akron, Ohio and I became National Account Representative with responsibilities for world wide sales of rubber chemicals to the Firestone Tire and Rubber Company. At that time Monsanto was the worlds largest supplier of rubber processing chemicals and Firestone was the most important customer. After subsequent responsibilities as Tire Industry Sales Manager, Manager of Markets and Products, and Manager of Commercial Development, in the rubber chemicals group, we left Akron in 1977, after eleven years and three children, and moved to St. Louis where my next position was Commercial Director of Specialty Chemicals responsible for world wide marketing and profitability of a group of high margin functional specialty chemicals that included fire resistant aviation and industrial hydraulic fluids, carbonless copy paper processing chemicals, heat transfer fluids, Polaroid instant photography film process chemicals, copper smelting mold release agents, specialized black pigments, and wildfire air dropped fire retardants.

In 1984 we returned to our routes in New Jersey after being away from family for over 20 years and my new position was Director of Sales for the eastern US for Monsanto Industrial Chemicals.

I retired from Monsanto in 1996 and shortly began a consulting assignment with Lucent Technologies in the Electroplating Chemicals Group that manufactured and sold palladium and gold electroplating chemicals into the electronics and computer printer industries. That assignment concluded in 1999, and since then I have been fully retired. ■

## MAIL BAG



From: Glenn Smith  
Sent: Saturday, April 02, 2005 8:40 AM  
Subject: USS Edisto

Hi Sarge,

I hope this finds you safe and comfortable, especially if you are still in Iraq.

I read your posting on our guestbook re your granddad, LtCMDR Rhymes, Service Number 355936, onboard 58-59. Though I did not sail with him, there are some out there that did. Here are the notes/remarks from my database that was sent me by Gene Mollica. He served under your grandfather.

*"The XO was Wm. Rhymes, LCDR, a really good guy who came from Louisiana. Sorry to hear that he's no longer with us.*

Bill, I have the 58 southern cruise book on a CD if you would like to have a copy.

See ya,  
Glenn Smith

■  
Sgt Bill Rhymes' reply:

Sun 4/3/2005 3:03 AM

Good evening Glenn,

Thank you for your reply and offer for a copy of the cruise book. I would like to receive one for myself even more than for my kids. Let me know of associated costs to the address listed below and I will send the money ASAP.

Since I have lost the name of the gentleman to whom I referred in the guestbook, may I ask if you are that gentleman who called my home back in 2003? My wife received the call and relayed the information to me but I was focused on my departure and did not follow up. Sometimes second opportunities come along and if this is one I thank you for the first contact as well as this one.

My sincere prayer is one day to see my father again and thank him for the things he taught me and the love and guidance he offered. Only now as a father have I come to understand his devotion to God, country and family. My children see the uniforms hung in my closet but cannot grasp their meaning and sacrifice and I pray that they are never forced to gain that knowledge. Regardless, one day I would like to shake my dad's

hand and tell him "Job well done".

Thanks once more for your reply. I have received slides from my family of the Edisto at sea and I am just now getting into them. I am looking into having some of them copied from slide to jpg or other computer format and when I do I will be happy to forward. If I can locate a picture of my dad and get it in acceptable format may I have it inserted in the guestbook by my entry? I would be proud to have my email associated with him.

I recognize that your time is valuable so I will close. Know that your efforts are a blessing to those of us who look to the sea with knowledge that our shores are safer through the efforts of the men and women who sail upon them under our flag, especially when they are our loved ones. Take care and God Bless America!!!

Bill Rhymes  
Blountsville, Al

A note from a Birthday Boy!

To the favorites in my address book.

It's my birthday tomorrow. And this is when I usually think back to my youth when all the neighborhood kids were going barefooted in the spring and mother wouldn't let me till my birthday. I think it was my 9th when it was cold as blue blazes and I got out of the house barefooted without her seeing me. That was when we lived on the farm at Guthrie and school was 2¼ away. Nearly froze.

Oh well one has to think of something and that's what I'm thinking about tonight.....Virg

■  
Sun 10/14/2007 8:22 PM

Hi Folks-

Just wanted to see if anyone knew my Dad, Robert Stephens, on the USS Edisto from 1963-1965?

My name is Ian Stephens and my Dad died back in 1982. Lately I have been going through some old slides and found a lot of Navy items and especially liked the Shellback and "Order of the Top of the World" papers. I found the Edisto website and figured I would give it a shot.

Let me know,  
Thank you-

Ian Stephens [ian.stephens@gmail.com]

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Submitted by LTJG Gordon Miller, '59

JOHN BISCOE BOATBUSTEN BOATEN  
Author Unknown

Der iss undersea boaten like U-boaten  
Der iss icebusten boaten like Edisto  
Der iss oversea boaten like Bismark  
Und der iss boatbustin boaten like John Biscoe

Der Edisto ben escorten der Biscoe  
On der way to basen foxtrotten  
Mit fixes und charts ont der bridge  
Her navigator der course ben gerplotten

Her OOD ont der Biscoe  
Unt sharp eye has not ben upkeepen  
Ben goen below for der koffee  
Ach, maybe eben ben sleepen

Meanvile der ichen get thicken  
Unt der Edisto ist forced to ben stoppen  
Der Biscoe keep comen like blizen  
Unt der bridge ont der Edisto is hoppen

Nein, nein, OOD is upshouten  
But der Biscoe still ben oncomen  
Her mesenger runnen like donner  
Goen der Kaptain to summen

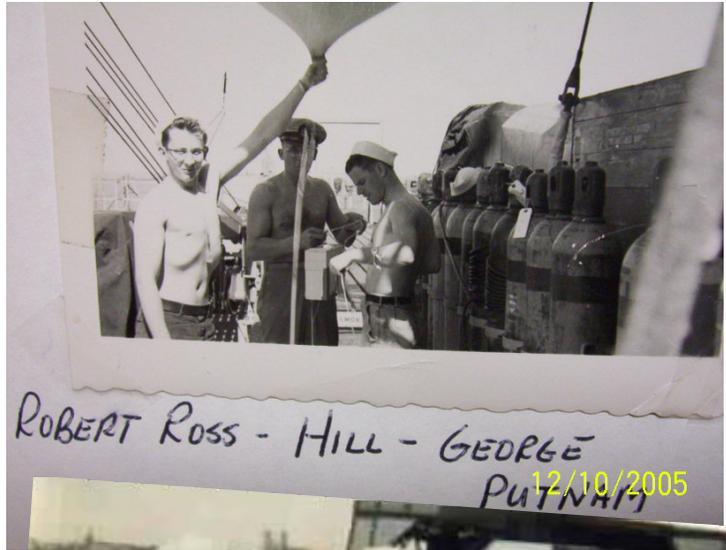
Der distance between gotten lessen  
Unt for der fantail der Biscoe is steerin  
Ve blowen der horn liken crazy  
Vas is sloes dat guy got no hearen?

Mit moise gerbangan like thunder  
Der Biscoe ban smaken der fantailen  
Unt ben gesplitten der deck off der luftwaffe  
Unt gervenden up all der hand railen

Comes Her Kaptain snorten unt fumen  
"Dumbkoff", Her Bos'n ist growlen  
Vile ober on der John Biscoe  
Der 80 dogs start uphowlen

Her Exec iss surveyen der damage  
"Schwindhund", iss shouten der Bos'n  
Mit herr Kaptain senden das message  
" Der next time don follow so closen

Soon iss all back to normal  
Edisto der icen gesplitten  
Ben taken der bill for der damage  
Unt chargen it up to Great Britain....



Charles & Don Fuller 1947 →



More photos & letters sent in by shipmates.

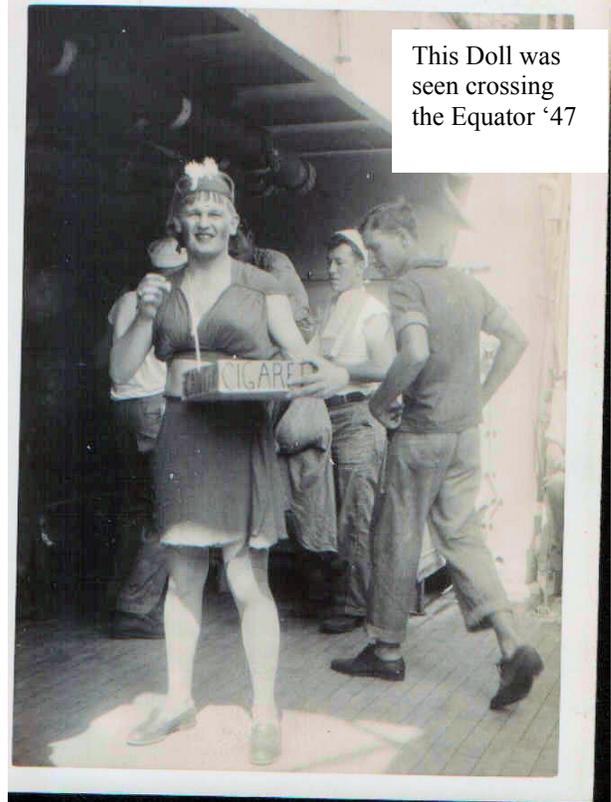
----- Original Message -----

From: hogge heaven  
To: Deepfreeze61@bellsouth.net  
Sent: Friday, June 13, 2008 11:58 PM  
Subject: OLD EDISTO SAILOR



Hi Glenn,

My name is Harold J. Hogge, Jr. I was a crew man on the Edisto from 4/1947 to 1/1950 as an EM2 and I also was the movie operator, as well as the supplier of 190 proof alcohol, used to clean Generators, but every one including the Captain called me the Duty Electrician that is an interesting story, It was the 3 best years in my life I am now 80, I fool with computers, finding truth. I also work with handicapped veterans through the VFW and American Legion, open the attachments, These are 1400 songs from 1960 to 1980 save to desk top open to play free and safe, let me know if you can forward my e mail to all vets, I email back this free music with instructions, In 1947 on the way to Antarctic we stopped in Samoa, I found the most desired mascot swimming, took her on board the Mighty Edisto. Put her in tank of water in number engine room in water filled tank. See EDISTO MASCOT run pointer over tank to see her perform, HA HA Harold. ■



----- Forwarded message -----

From: Joseph Rose <eojesor@msn.com>  
Date: Fri, Aug 1, 2008 at 5:35 PM  
Subject: USS Edisto  
To: john.j.herrmann@gmail.com

Just checking on the USS Edisto... I was part of the commissioning crew - 1947 in San Pedro, CA. I made her first 2 cruises... Artic, and Antarctic as a crew member 1947 and 1948.

Plank Owner  
Artic Circle Club  
Shell Back  
Realm of the Golden Dragon  
Two Circle Club

It is nice to know that there are still some of us around...

Joseph Rose  
Miami, FL

Glenn,

I'm with you on the e-mail exchanges Glenn. It is a real joy when I hear from you guys and learn things are O K with you all ...

I am off to Peoria next Sunday, 11 Sept. for a Ship's Reunion (WWII Ship I served in) an APA; we carried Marines into Saipan, Tinian, Guam, Iwo Jima and Okinawa ... Then, we were sent with Halsey's 3rd Fleet into Sagami Wan (outer Bay) Bay 27 August and into the inner Bay for Surrender Ceremonies Sept. 02 on Missouri. Our LCVPs were the Taxis as usual, we carried all the VIPs to and from various ships, and the Missouri, Dignitaries (Adms, Genrls,) a real "Merry-go-Round" for over a week's time. Then we landed the Marines into the Home Island Honshu; took an additional load of Marines into Nagasaki 10 days later.

Glazed earth and the total elimination of everything in Nagasaki was impressive on us kids. At that time nearly all of us were only 18 and 19 years old anyway !! I was 18, and my life ever since, has been to keep aware and see what is happening every goddam day !!

This week has been the worst disaster since the A-bomb drops (1945) as far as I am concerned. AND WE ARE DOING IT TO OUR OWN PEOPLE ... THAT IS THE GREATEST SIN !!

I'll get off my soap box, and wish you and all the others a VERY "HAPPIER LABOR DAY" HOLIDAY WEEKEND ..

Glenn Flenniken, Plank Owner

## More mail ...

Glenn,

I am sorry I did not write back sooner. I believe you were the one who sent the cds from the Edisto books.

I would like to say thank you very much. I mean that in the absolute most sincere way. I was so excited to get them, I tore open the package and promptly threw away the envelope, going straight to the computer. It brought back a lot more memories than I expected. In my childhood years I saw those pictures all the time. I even wrote a report for school once on the

Edisto and her adventures. I deeply regret not having my father's books any more. Or a few years ago when his white uniform hat was damaged by water in storage. Have not heard from my daughter yet, but promise not to let up on all those homemade movies of the deepfreeze trip, for the sake of the other shipmates, I feel obligated to try to recover them. Thanks for keeping me on the contact list when other members write. I like seeing them.

No, we will not forget those who left their footprints on the ice.

Again, thank you.

Wayne Frey, son of a sailor. (Dad was LT Jerry W. Frey Medical Officer, '62-63)

Gene Fettinger contacted me by phone a couple of months ago to tell me of the Edisto "club" and to see if I am interested in joining. Unfortunately my computer was out of service at the time and this is the first chance I've had to look in on things. Since I'm not sure just how you want info, I'll give you some now and see what your response is.

I was only aboard for a year - from fitting out and stocking-up time in 1957 in preparation for a "cruise" to the Arctic - to much the same thing time in 1958, but I mustered out (after 4 1/2 years of active duty) just before sailing time. In a way, I regretted not going to the Antarctic, but decided that another year of two was going to screw me up in the civilian life I wanted to get going. Thanks mostly to experiences on the Edisto I had come to the conclusion that a Navy career was not for me.

I went aboard as a slightly tarnished-assed JG (having served a little over 2 years on the USS LOOKOUT YAGR 2 (a WWII Liberty Ship taken out of mothballs and converted into a radar picket extension of the DEWLINE. Duty on that bucket was my reward for dropping out of flight training in Pensacola just before having to solo (and probably crash), thereby saving the Navy at least one plane and one burial service. If my memory is correct (which it usually isn't these days) I was assigned duty as First Lieutenant and Gunnery Officer by "Shaky" Jake Plummer, which was appropriate, since I hardly knew a bowline from a half-hitch, and the extent of my gunnery expertise was which end of the barrel the shell went in and came out (hopefully - since on the Edisto one was never too sure whether the shell would actually come out or blow the turret up). But as it turned out I had nothing to fear, since CHBOSN Eaton practically wrote the Bluejackets Manual (to hear him talk) and my GMC, whose name I can't recall, I think had worked weapons since catapult days.

But enough of my rambling - Stewburner's call got me going back to days of yore, and wondering what would have happened if I had stayed enlisted instead of going to OCS and becoming a shiny-assed ensign.

Incidentally, for whatever it's worth to those of you who went to the Antarctic, most of my Navy career was connected with the DEWLINE, and the company I ended up working with in civilian life - ITT Federal Electric Corporation with its subsidiaries Itt Arctic Services Corp. (which may still run what's left of the DEWLINE) and ITT Antarctic Services Corp. (which won a contract to support the National Science Foundation research project in the Antarctic) became not only the first corporation to operate around the world from North Pole to South Pole.

Now that I've bored you to tears with my endless story, I'll sign off and wait to see what I should do next, as I try to remember more names, and to sort out the LOOKOUT from the EDISTO in my mind (when I ran across Norm Spruill's name I was startled - I had thought he was on my other ship).

Cheers to you from the Dewliner - Chick Whiton '57

Hello Glenn:

I am still using this e-mail screen name. I would like to thank you and the "Crew" members that helped me with putting together my parents 50th video. When it was viewed there was NOT a dry eye in the house. It was a success. My father was astonished that I was in touch and had the "where with all" to contact anyone from the USS Edisto. The family was amazed that I had retrieved a lot of pictures that they all thought were lost. But the Edisto pictures were the big hit. When he comes down to Florida this winter he asked me if I would help him contact you and a few others. I put the USS Edisto web site in my favorites so it will be all ready for him to view.

Again Glenn, Thank you from the bottom of my heart.

Sincerely:

Jo-Anne E Burke (nee Clar) daughter of Steven S. Clar '50-54  
HmHumminbird@aol.com

I am just arriving into your neighborhood Shipmates of the U. S. S. Edisto AGB-2. This is a wonderful surprise after 56 years of seeking you out of the wilderness ... I am Glenn C. Flenniken STCS SS, USN, Ret. I live in San Diego, CA at 2127 Blackmore Court, just skip from the "Warmer Waters" of the Pacific Ocean.

I served in Edisto as a Seaman 2nd Class, at Western Pipe and Steel Yards in the Wilmington section of San Pedro ... I was Drafted along with Dust and several others in February 1947 to Edisto and worked for a pinstripe Warrant Officer (Bos'n or Supply) during Precom and Commissioning ... After the Edisto was Commissioned I was transferred to Sonar School San Diego, attended 6 months Basic Course of study in Sonar Ops and Electronic Material Maintenance. Thence to a Destroyer USS John R. Craig DD 885 and Western Pacific. Three years later to Submarine School, New London, CT and USS Trigger SS 564, subsequently in 1954 I spent 2 1/2 years in Puerto Rico at Ramey AFB, Aguadilla (western end of the Island), and finally back to San Diego in 1957. Instructor at U. S. Fleet ASW School and a final sea assignment to Pearl Harbor in USS Sargo SSN 583 after which I returned to San Diego and a final 2 years as Instructor at FASW School and transferred to the Fleet Reserve after 23 years service ... I might say here they were the Best years of my life!! I thoroughly enjoyed every day I spent in the companionship and camaraderie of U. S. Navy Sailors and the Officers we served with. A GREAT LIFE!!

This has been a happy moment in this old man's later life to find this website ... I hope to hear from as many of you as would like to share some personal comments with me. I have attempted to e-mail "Smokey" Davis at 1fdavis07@aol.com but it bounces out as "not a member" ... Can you help me? I would truly like to contact D.F. "Dusty" Dust, but again he is an unknown whereabouts according to the listing in the Roster of Crews. Anyone having their Commissioning Certificate and the Program for the day of Commissioning? I am very eager to obtain a copy, as I have lost mine in the travels and it is my hope someone will make Laser copies for me at Staples or one of the shops adept at reproducing the documents in faithful likenesses. I am more than willing to pay for the costs and inconveniences experienced in this endeavor. Thank You.

Glenn C. Flenniken, Plank Owner

Editor's Note: Glenn was furnished copies of the Commissioning documents by another shipmate.

Hi Glen Smith;

now let me see, The Glacier was as i recall loaned to Russia in 1942 or around that time, it was later returned to US around 1950 and was named the West Wind it was overhauled and acquired the name of Glacier, It's historic service for keeping the shipping lanes cleared for the Republic of Russia a Communist country in the Baltic Sea. for the US floating coffins as they were respectively named by the Merchant Mariners. They were built by the Kizzer Shipyard in Rhode Island, Well that's how it was spelled out to me. As I recall that they were being fitted out in the upper part of Narragansette Bay while high speed wooden Torpedo Boats with Hudson and Cadillac engines did their thing on the bay. in RI. Thanks for the tip-off on tonight's show at twenty one hundred hrs.

Joe Fish

Joseph Fish [jwmfish@juno.com]

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My name is Jerry Adam. My address is Jermaradam@aol.com (Jerry and Marlene Adam). I reported on board the USS EDISTO on 3 April 1954 and left her on 25 June 1956. During this time I had been on several trips to the Arctic. On 30 October 1955 at 1500 hours, the Edisto left the pier in Boston harbor and headed for Antarctica. We were part of OPERATION DEEPFREEZE 1. We returned to Boston on 21 April 1956. I was later transferred to Great Lakes and left the Edisto on 25 June 1956. I was standing on the pier as She pulled out for another Arctic Cruise.

I had reported on board as a Deck Ape. The First Lieutenant found in my records that I had a year of typing in high school. He came to me one day while I was chipping paint and said "You are now the First Lieutenants Yeoman". I didn't even know what that was but now I was one. Later I was transferred to ships office and there reached YN2 before being transferred off the ship.

Jerry Adam



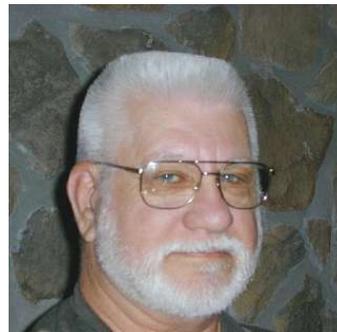
Hi Glenn,  
It has been a long time. I didn't recognize the name at first. But since I heard from Fettinger I have my cruise books sitting by the computer so I can put names with faces. I also have a spiral notebook handy to jot down names, phone numbers and email addresses etc.

It is exciting to be able to talk to old shipmates. I find it amazing that I cannot think of anything derogative about anyone. I think that is a good sign that we were all close shipmates.

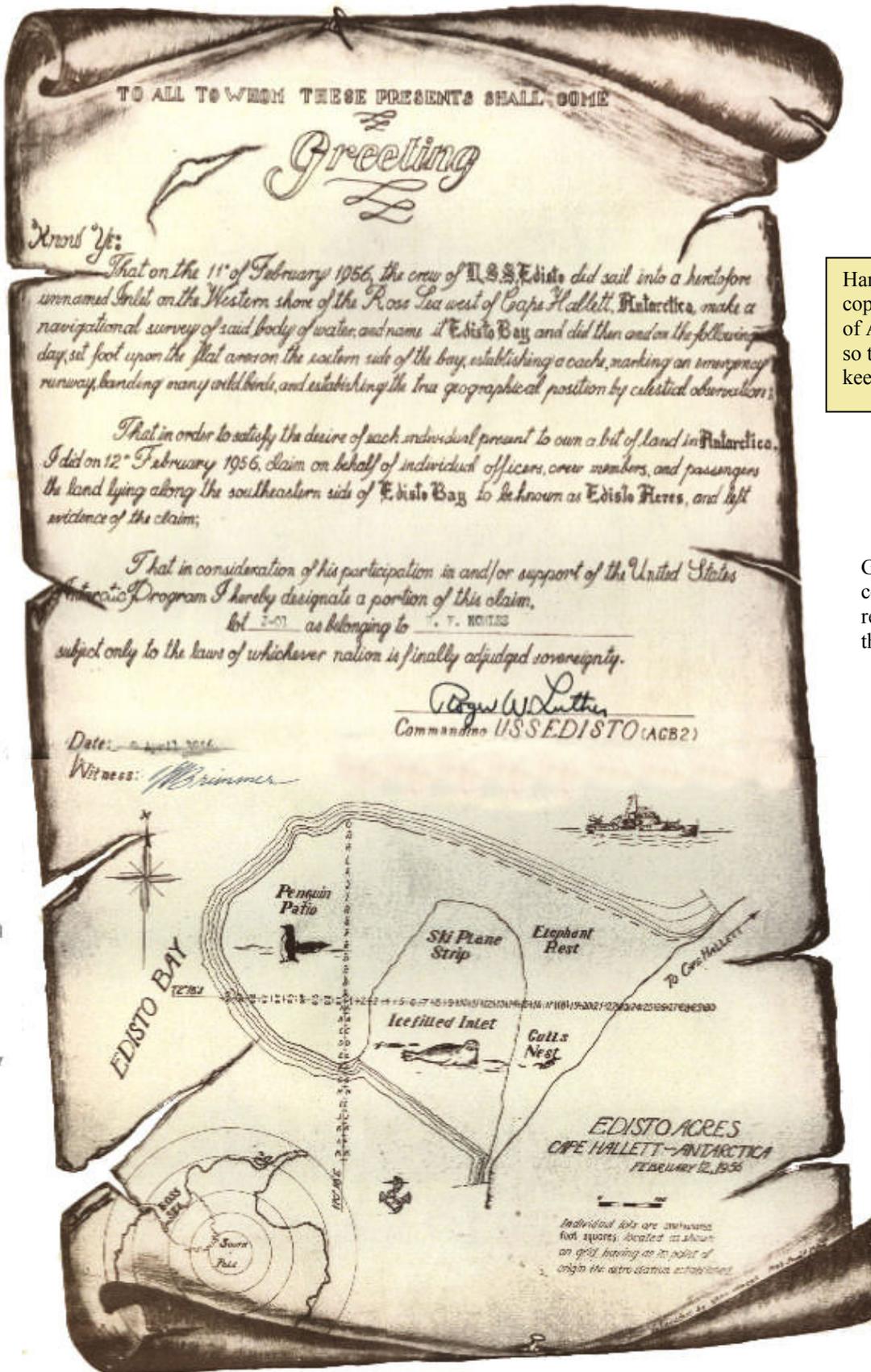
If you ever get to Jacksonville give me a call, it would be great to see you again.

MacClenny is only about 15 minutes away. I hope everyone in your family is well.

Ron "Boats" Mallet, '58-64

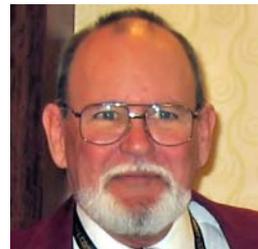


***Don't forget to check out our official USS Edisto web site designed and maintained by John Herrmann. <http://www.ussedistoagb2.com> and the Reunion and Muster site: [www.windclass.org](http://www.windclass.org)***



Harry Kohles, '55-56 brought copies of this deed to a small chunk of Antarctica to the 2008 Reunion so that each shipmate could have a keepsake copy.

George Robinson handed out commemorative lapel pins to remind us all of 9-11 and Flight 93 that crashed in Shanksville, PA



## EDISTO SKIPPERS

In response to some of the questions I have received regarding our skippers, this list was taken from the Daily Diaries from which the Muster List was formed. This info was recently given to Navy Historians who had a similar list but included a 2-3 names that we have no record of sailing onboard nor did their list include CDR Martin, CDR Fold and CDR Wash. It is believed the latter and crew handed over the ship to the USCG.

#	Ship	Last_Name	First_Name	Rate	Onboard	
					From	To
1	AG89	Folger, III	Edward C.	CDR	1947	1948
2	AG89	Maher	Eugene Hugh	CDR	1948	1949
3	AG89	Morrison	William F.	CDR	1949	1950
4	AGB2	Nicholas	Nicholas	CDR	1950	1951
5	AGB2	Leroy	James .M.	CDR	1952	1952
6	AGB2	Raymer	Jackson H.	CDR	1954	1955
7	AGB2	Luther	Roger W.	CDR	1955	1956
8	AGB2	Plummer	John E.	CDR	1955	1959
9	AGB2	Davison	Henry D.	CDR	1958	1959
10	AGB2	Martin	Robert Anthony	CDR	1959	1960
11	AGB2	Fold	Bernard Gregory	CDR	1960	1960
12	AGB2	Evans	Griffith Conrad	CDR	1961	1961
13	AGB2	Davidson	Edward A.	CDR	1961	1963
14	AGB2	Nickerson	Norval E.	CDR	1963	1965
15	AGB2	Wash	John Lange	CDR	1965	1965

Ship photo may be obtained by sending a check or money order to Glenn Smith, P.O. Box 747, Mims, FL 32754 (\$20 Includes mailer tube, postage, etc.)

\$20



Navy Blue or Khaki hats for \$25 (includes shipping cost).



ENS Lyman H. Smith, '62-64

Mail check or Money Order to:

Lyman H. Smith,  
Jolly Farm Rd, PO Box  
524, South Sutton, NH  
03273.

Lyman Smith says he still has plenty of South Pole, 90 Degree license plates for sale if anyone would like a unique plate for their automobile. I have one on each auto and often get asked if I drove all the way down to Antarctica. To those smart folks, I give them a dumb answer "Yes."

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.

Lyman has contributed hundreds of dollars to the Assn from the sale of these plates.



## A note from the Editor

We welcome comments, photos, stories and other material relative to icebreakers, the Kee Bird and the Edisto Association that would be of interest to our readers. Material should be mailed to the USS Edisto Association, P.O. Box 747, Mims, FL 32754 and shall become the property of the USS Edisto Association. We make no guarantee that said stories or photos will be published and we reserve the right to edit the content to conserve space to limit printed materials to keep cost down. Please note that there are some interesting stories relative to icebreakers on the Internet but one must use caution as much of it is copyright material and requires permission by the owner to use or reprint.

To facilitate the publishing of Reunion news and updating the Muster list, I have created a 2<sup>nd</sup> site under the domain name of <http://www.windclass.org>. The ship's official web site remains as <http://www.ussedistoagb2.com>. For those of you who do not have a computer, might I recommend an occasional trip to the library where access to the Internet is free and in most libraries there is assistance available should you require it. Take this page with you so you will have the address of the two webs handy. Or you can "Google it" which is an all powerful search engine.

As reported earlier in this issue, we have 277 dues-paying members. During the last business meeting in Newport News, VA, the membership voted to increase the annual dues to \$15 effective January 2009. Dues period will run from Jan 1<sup>st</sup> to Dec. 31<sup>st</sup> of each year. The cost to join the Association remains at \$20 plus \$15 for the first year's dues. All inquiries about your dues status should be directed to our Treasurer James M. Jensen. You may contact Jim by phone at: 715-585-2399 or by email at [lakeflyjim@jrecoop.com](mailto:lakeflyjim@jrecoop.com). Check or Money Order should be made out to the **USS EDISTO ASSOCIATION** mailed to Jim at N 4792 Homestead Rd Hawkins, WI 54530.

<b>Crew Status:</b>
Total crew: 3,365
Located: 1,192
Deceased: 1,075
Missing: 1,098
Active Assn Members = 277

The incumbent officers were voted back in during the May 2008 business meeting. The minutes from that meeting are not yet available for inclusion in this issue but will be published in the Winter Kee Bird. If you would like to participate in the leadership of the Association, please contact me so that I can place your name on the slate for 2009.

Effective with the 2008 business meeting, the Association has a new bell for use at our functions that was designed and built by the hands of Gerald Downs, our vice president. Gerald also made a number of clocks that had the ship's logo on each of them and were distributed as door prizes throughout the event.

The 2008-2009 Association Board of Directors are:  
 Virgil Paulk Pres., Gerald Downs, V.P., Bill Gallant, Sec., James Jensen, Treas.  
 Jon Newton, Historian, Eugene Fettinger, Membership, Eugene Mollica, Logo  
 Glenn Smith, Reunion and John Herrmann, Web Site Chair

