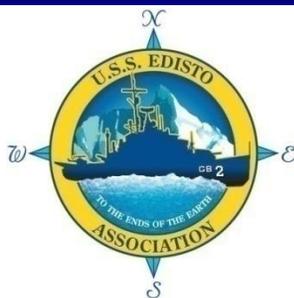


# Kee



# Bird

Volume 3, Issue 1

USS EDISTO AG89/AGB2

Spring 2009

## From the Helm

President's Corner

Virgil H. Paulk

Good evening Mates,



If this was the Ships Log Book it would be noted 23:40 hrs, 9 November 2008. OKC, OK. Its always been my time of day to perk up and get desk jobs done. With the old 8 Day Regulator Wall clock and its steady TICK-TOCK and the TV tuned to the Country Classics Channel, Odell sleeping at the other end of the house I can get'er done. Getting'er done is that Glenn asked for my input for the Kee Bird with the reunion information that he is going to mail. He has been delayed and at his mother's home in Arkansas several weeks due to her health. Now that she is recovering Glenn and Kathie will make a stop in OKC on the way home. We enjoy time with them. Age difference melts away, it's almost like we are teen agers again. When I last talked with him he was thinking of swinging through Baton Rouge for a final on site meeting with the hotel and tour groups.

The fact that you are reading this Kee Bird is thanks to Glenn Smith. He edits letters, writes articles, prints and mails the publication. As the Reunion Planner he has negotiated hotel, banquets and tours. I hope that you all

*continued on page 2*

## INSIDE THIS ISSUE

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- 1** Reunion Information
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- 16** Ships store

## Reunion 2009

**Where:** Embassy Suites, Baton Rouge, LA

**When:** Starts Thursday Afternoon, May 14th

**Ends:** Monday Morning,, May 18th

*(4 nights - 5 days)*

The next reunion of the USS Edisto will be a **4-night, 5-day event** commencing with dinner and a Cajun's introduction to Louisiana on Thursday night, a memorial service aboard the USS Kidd with tours & entertainment (Fri & Sat), and closing with a banquet on Sunday night. **See the enclosed Registration Form.**

Embassy Suites  
4914 Constitution Ave  
Baton Rouge, LA 7808  
Tel: 225-924-6566

**USS Edisto Group**

Or

Register online and use  
the Code **UEA**



The Embassy Suites Baton Rouge is a recently renovated hotel featuring an eight-story tropical garden atrium with waterfall and fish pond. Our guests enjoy a complimentary full cooked-to-order breakfast and Manager's Reception daily. This hotel offers a private bedroom and separate living room with sofa bed, refrigerator, wet bar, wireless high-speed Internet access and other amenities. This full-service upscale all-suite hotel is just minutes from Downtown Baton Rouge, the USS Kidd Veterans Memorial and Museum, the Louisiana State Capitol building, the Louisiana Governor's Mansion, the Louisiana Art and Science Museum, LSU Tiger Stadium, the Baton Rouge River Center, the LSU Museum of Art, the LSU Museum of Natural Science and much much more.

will join me in thanking him for the work he does for us. With the Reunion Information herein I urge you to make hotel reservations early. If you find you can't make it you can cancel, when making reservations ask about their cancellation policy.

OK I have some space left so drag up a chair and I'll spin you a yarn. Chair, CHAIR, hum I don't remember any chairs aboard the Edisto. We had benches in the mess hall. Those porcelain things in the head don't really qualify as chairs. There was a barber chair back by steering aft and the last stop barber chair on the flight deck that tilted me over to the water tank below making me a Shellback. Well now that I think about it my first assignment aboard the Edisto was mess cook in the CPO Dining Room they did have chairs there and I saw through the open hatch they had chairs in the Wardroom. With Bob Wills and the Texas Playboys singing The New San Antonia Rose on TV that the best yarn I can spin.

Armistice Day is the prelude to Thanksgiving, Christmas and the New Year. I wish you all Good Health, Happiness, Prosperity, till we meet again God Speed

Virgil Paulk.



## Davy Jones Locker

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

Last_Name	First_Name	Onboard	Rate	Gone_to_sea
Bouffard	Roger J.	Unknown		2 Aug 2008
Domoretsky	Vasily (Ziggy)	61	BM2	28 May 2008
Leach	Donald B.	56-59	LT	5 Mar 2008
Lynch	James T.	51	SKSN	13 March 2008
Watterson	Richard L.	47-48	EMC	8 Jan 2008

### Legal stuff

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

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Edisto Home Page : [www.ussedistoagb2.com](http://www.ussedistoagb2.com)

Muster & Reunion Info: [www.windclass.org](http://www.windclass.org)



# MAIL CALL

Photo submitted by Scott Whitney



**Ice Breaker U.S.S. Edisto leads the U.S.S. Arneb Return From Antarctica**  
Robert Charles Haun #67  
Watercolor on board, February 1956

The U.S.S. *Arneb* left Antarctica on 3 February and sailed for New Zealand. U.S.S. *Edisto* escorted *Arneb* through the pack ice area but found there was nothing to worry about, so *Arneb* proceeded alone. The other ships followed suit soon after, with U.S.S. *Glacier* being the last ship to depart Antarctica on 29 March. A total of 166 American men remained to "winter over," making repairs to equipment and packaging the freight to be hauled overland to build future bases as part of Operation Deep Freeze II. Their next mail drop would come in October.

Painting submitted by Karl "Pete" Kettlehut



BOSTON DAILY RECORD, SATURDAY, FEB. 16, 1956

Crewman John Mussche of Boston tries to clear one of the forward guns of ice several inches thick, aboard the ice breaker USS Edisto, in yesterday at South Boston Navy Yard Annex after five weeks in the Arctic.

John Mussche, '49 removing ice



# DAMN THE TORPEDOES!

A 5-MINUTE HISTORY LESSON



## NAVY SHIPS

# Navy icebreaking role spanned three decades

By Robert F. Dorr  
SPECIAL TO THE TIMES

Today, the Coast Guard operates 15 icebreakers of various sizes, including 420-foot oceangoing ships designed to open up giant ice packs. Although many veterans don't realize it, for over two decades the Navy was a partner with the Coast Guard in breaking the ice.

For Navy sailors, icebreaker duty was an adventure that began during World War II and lasted until 1966, when the demands of the Vietnam War prompted the service to place all ice-breaking duties in the hands of the Coast Guard.

Ice breaking is a specialized mission, aimed at supporting scientific research in polar regions and at clearing waterways from the Great Lakes to the Antarctic.

"It was a way to count on rough seas," said retired Radioman 1st Class Loren Dudley, 67, of Bath, Maine, who served aboard USS Staten Island (AGB 5) on a Greenland cruise in 1954. "I got very cold and very wet pulling duty on the wing outside the pilothouse."

Dudley's only company in the elements was a quad 40mm cannon unit; the ship had two in addition to a 5-inch deck gun.

"It was very much a warship," he said.

The Navy began its icebreaker experience with the four "Wind"-class ships conceived on the eve of World War II. In order of commissioning, they were Eastwind, Southwind, Westwind and Northwind. Southwind served briefly as a Coast Guard ship under Navy control, and the others operated with Navy crews be-



NAVY PHOTO COURTESY GLACIER SOCIETY

The Glacier, shown here in the late 1950s alongside the New Zealand net tender Endeavour, conducted operations in McMurdo Sound, Antarctica, during Operation Deep Freeze.

fore three of the vessels — with the exception of Eastwind — were transferred to the Soviet Union under lend-lease.

As early as Oct. 15, 1944, any doubt about the icebreakers being full-fledged warships was eliminated when Southwind captured the German weather ship Externsteine and took 17 prisoners off Cape Borgen, Shannon Island, Greenland, after a series of raids against German operations in and around Greenland.

In the immediate postwar era, the Navy icebreaker fleet was bolstered with two new ships identical to the "Winds" — USS Burton Island (AG 88) and USS Edisto (AG 89). In 1955, the largest American icebreaker then built, USS Glacier (AGB 4), also called "the Big G," was commissioned. It was 309 feet long.

The "Winds" lent to the Soviets were returned in the 1950s. Two served dur-

Submitted by Art Kelsey, RM '62-64  
June 2008

## Ice

From page 41

ing the Cold War as Navy icebreakers with Navy crews and new names. Northwind became Staten Island, while Southwind became USS Atka (AGB 3).

What was it like, crushing ice in the frozen north?

"At 60 degrees below zero Fahrenheit, you didn't have to worry about catching a cold because there was no bacteria," said former Engineman 3rd Class Douglas FitzGerald, 62, of Eagle, Idaho, who served aboard the Staten Island during Operation Deep Freeze in the Antarctic in 1961. "We were told the water was so cold, a man overboard would die almost instantly on contact. But when scientists were studying the Ross Ice Shelf in Antarctica, it was rewarding to be part of something that was making a contribution."

In fact, the role of icebreakers during the Cold War was so important that consideration was given briefly in the 1950s to building a nuclear-powered ice-

breaker. But although the Soviets built several nuclear-powered icebreakers (the Lenin of 1957 was the first nuclear surface ship), the United States never followed suit.

In the 1960s, a joint study on icebreaker utilization concluded that efficiency would be served by making the Coast Guard responsible for all ice breaking. Icebreakers then wearing Navy colors were transferred to the Coast Guard, the last in January 1967.

Glacier was the last of the former Navy icebreakers in service. In 2000, "the Big G" was transferred to The Glacier Society, a group that hopes to bring the ship to Bridgeport, Conn., and restore it as a museum. Glacier itself remains berthed at Suisun Bay, Calif., while the group attempts to raise the funds necessary to move it from the West Coast. For more information, see the society's Web site at [www.glaciersociety.org](http://www.glaciersociety.org). □

Military veteran Robert F. Dorr lives in Oakton, Va. He is the author of numerous books on Air Force topics, including "Air Force One." His e-mail address is [robertdorr@aol.com](mailto:robertdorr@aol.com).

See ICE page 45

**Farmer's Ridge**  
1918 AD



7 Nov 2008

HELLO-O-O SHIPMATES -

MY NAME IS LYNDON L. "LOUIE" FARMER AND I SERVED AS A SEAMAN ABOARD U.S.S. EDISTO AGB-2 FROM DEC 12, 1957 TO MAY 26, 1960.

I ORIGINALLY WORKED IN THE SHIPS OFFICE FOR CHIEF ROSA, BUT AFTER A MONTH OR TWO OF TYPING THE PLAN OF THE DAY I FOUND IT BORING AND REQUESTED A TRANSFER TO THE DECK FORCE WHERE THE ACTION WAS.

IT WAS MARCH, 1958 AND I ~~WAS~~ <sup>WAS</sup> MY TAIL OFF AT MUNROE SHIPYARD IN CHELSEA, MA.. I HONESTLY THINK IT WAS COLDER THAN DEEPFREEZE IV.

MY DRINKING BUDDIE WAS WARREN PURTEE, FN 572-80-94. WE HUNG OUT AT THE SKYLINE BAR ON MAVERICK STREET IN EAST BOSTON.

"HEY WARREN, REMEMBER JEAN AND RUTH / '14"

MY FAVORITE ASSIGNMENT WAS IN AUGUST 1959 WHEN TED FLORCZAK, DENNIS REMREY, LEROY DOWNARD AND I WERE STATIONED ON REDHEAD ISLAND OFF THE WESTERN COAST OF GREENLAND. I WAS IN CHARGE OF A TIDE GAUGE THAT MEASURED THE TIDES FOR USE ON MILITARY MAPS. WE LIVED IN A QUANSET HUT AND HAD ESKIMO VISITORS. ONE ESKIMO NAMED GNUTSON WAS SNACKING ON A WALRIS HE HAD PULLED UP ON THE ROCKS.

HERE'S A PICTURE TAKEN IN URUGUAY, SOUTH AMERICA WHEN WE WERE DIVERTED THERE TO HELP

RESCUE FLOOD VICTIMS TRAPPED ON ROOFTOPS.  
IF ANYONE REMEMBERS ME, I WOULD ENJOY HEARING FROM YOU. I DON'T HAVE A COMPUTER, SO IF YOU REMEMBER HOW, SEND ME A MESSAGE ON THE SNAIL.

THANKS FOR THE MEMORIES FROM A TIME LONG AGO NOW PLACED IN THE DUSTY CORRIDORS OF HISTORY.

BEST REGARDS,

Lyndon "Louie" Farmer

SN USN 282-45-78

2304 EIGHT MILE RD  
CINCINNATI, OH 45244

513-474-0480



**From:** Glenn Flenniken [mailto:glennflenn@sbcglobal.net]

**Sent:** Saturday, November 15, 2008 12:08 PM

**Subject:** Amy's First Blue Angel Picture #8

All Hands:

I would like to introduce our granddaughter Lt. Amy Redditt, USN; the "First Lady" to serve as a Blue Angel. Please excuse me, as my buttons are "Popping" off my shirt and coat; we are all so proud of her, and it was I who rendered her "First Salute" upon her commissioning in 2000 at USC.

Our Naval Assets are EVER being improved, and Amy is a beautiful example of that statement!! ....Glenn '47 crew

**From:** Patricia Redditt

**Subject:** Amy's First Blue Angel Picture #8

Hi Family:

I am sending you Amy's first picture taken of her in her Blue Flight Suit yesterday by Woogie. It has her #8 on the uniform because this is the weekend she takes over the job officially with the Blue Angels. I think she looks amazing and we are so proud of her!!!! I know you all feel the same way. She now has her name on the side of a Blue Angel Jet #7 in the back seat of it. WOW What a GAL!!!! Hard to believe my little premature baby has grown up to be such an amazing woman in life!!!! :) I am sooooooooooooo proud of my girl!!!!!!

Love to all,  
Proud Momma Pat



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

From: cpu41t@suddenlink.net  
[mailto:cpu41t@suddenlink.net]  
Sent: Monday, November 17, 2008 2:11 PM  
To: Glenn Smith  
Subject: Re: First Lady Blue Angel

Thanks for sharing such great news, Glenn. Good to get news like this re any member. And great for USN/USMC (which?) to recognize ability - no shut out because she is one most attractive young lady - and obviously one with the brains & ability to go with the attractiveness. Congrats to Lt. Redditt, parents, & grandparents. Hope all is well with you all. Just staying unusually busy around here. Take care. Keep in touch. Hopefully see you all in BR in the spring.

Jim Oliphant, '58-59

From: Glenn Flenniken [mailto:glennflenn@sbcglobal.net]  
Sent: Monday, November 17, 2008 2:52 PM  
To: Glenn Smith  
Subject: Re: First Lady Blue Angel

Good Morning Glenn:

Thank you for "passing the word" along; it is wonderful receiving all of the supporting and numerous "Congratulations" streaming into my e-mail this morning from the former Crew Members (over the past half century) whether known to one another or not.

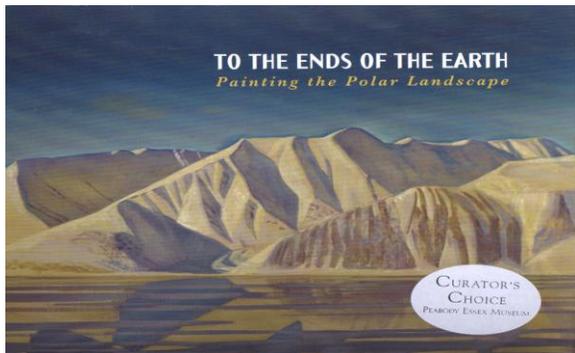
It is a good feeling. Thank you.

We are getting on in years and I think it is a Grand thing the Navy is doing by accepting young women into the higher "Esteemed" positions to serve with young men.

May the practice continue, and may many thousands of future women see a place for themselves in the Naval Service.

Our Best Regards to you, and to the Shipmates of the USS EDISTO.

Glenn (Plankowner)



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

From: gillousald@aol.com  
[mailto:gillousald@aol.com]  
Sent: Monday, November 17, 2008  
To: ussedisto@bellsouth.net  
Subject: retirement



Chief Raymond Saldana retired on Nov 15 2008 after 22years and 6 months. Thanks for giving him thanks in Newport News at our last Reunion. your shipmate "SAL" gilbert saldana, '58-59



Gil – Lupe - Raymond

To Glenn Smith  
PO Box 747  
Miami, FL 32754-0747

DAVID S. COLLINS  
30 OLD FARM ROAD  
DOVER, MASSACHUSETTS 02030

January 13, 2009

Hi Glenn,

I went to a great art exhibit at the Peabody Essex Museum in Salem. I bought a copy of the exhibit catalog for Holly & me - and thought you might like one too.

Holly and I are looking forward to the Boston Navy reunion (Holly made our reservation last July). Ed & Brenda Johnson are also planning to come.

Thanks to you & Katherine for all your efforts. I know those things don't just happen on their own!

All the best

David

Book donated by David Collins, '64-65. It becomes part of reunion memorabilia and will be on display for all shipmates to see

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

**From:** autocraft@prodigy.net [mailto:autocraft@prodigy.net]

**Sent:** Monday, November 17, 2008 10:38 AM

**To:** ussedisto@bellsouth.net

**Subject:**

Glenn, thank you for the email. It's great to see women making history in a man's world. As you know my sister is a command master chief stationed on the USS Vella Gulf. They are presently in the Gulf of Aden. Down by Somalia. They are on pirate watch, and dealing with the Ukrainian ship that is full of Russian tanks. Kind of scary, to think how many pirates there are in the waters by Somalia.

As for me and my husband, we are finally going to be grandparents.....The end of January, this is our first. Our daughter and husband are 30 years old and we are glad that they have decided to have children.

Hope you have a nice Thanksgiving and all is well.

Happy Holiday,

Wendy Gaull Munson (Sister of Command Master Chief)

**USS VELLA GULF (CG 72) COMMAND MASTER CHIEF  
COMMAND MASTER CHIEF (SW/AW) SUSAN A. WHITMAN, USN**

Master Chief Whitman, originally from Piety Hill, Illinois, joined the Navy in August 1985. After completing basic training in Orlando, Florida, she attended Yeoman "A" School at Meridan, Mississippi and was transferred to Fleet Air Reconnaissance Squadron THREE (VQ-3), Barbers Point, Hawaii, where she was advanced to Yeoman Third and Second Class Petty Officer.

In October 1990, she transferred to Navy Recruiting District Boston, where she served as the Commanding Officer's Yeoman and was advanced to Petty Officer First Class and transferred to USS HOLLAND (AS-32), Agana, Guam.

Master Chief Whitman reported aboard *USS HOLLAND (AS-32)* in October, 1995. She served as the Ship's Secretary and earned the Enlisted Surface Warfare Specialist device during this tour.

In October 1997, she transferred to *USS NIMITZ (CVN-68)*, Bremerton, Washington, as the Reactor Department Yeoman. She was advanced to Chief Petty Officer and earned the Enlisted Aviation Warfare Specialist device.

In October 1999, she reported to United States Transportation Command, Scott AFB, Illinois, where she was the Director of Intelligence (J2) Administrative Leading Chief Petty Officer and Reserve Program Manager. She was awarded Senior Enlisted Service Member of the Year and was advanced to Senior Chief Petty Officer.

Master Chief Whitman reported to Recruit Training Command, Great Lakes, Illinois in November, 2002, where she completed both Instructor and Recruit Division Commander Schools. She was a successful Recruit Division Commander and qualified as a Master Training Specialist.

In January 2006, she reported on board *USS DWIGHT D. EISENHOWER (CVN-69)* Norfolk, Virginia as the Ship's Secretary and Administrative Department LCPO.

Currently she is stationed on board *USS VELLA GULF (CG-72)* Norfolk, Virginia as the Command Master Chief.

Master Chief Whitman has been awarded the Defense Meritorious Service Medal, Navy Commendation Medal (2 awards), Joint Service Achievement Medal and Navy Achievement Medal (6 awards), and various unit and campaign awards. She also wears the Enlisted Surface Warfare Specialist and Enlisted Aviation Warfare Specialist insignias.



**Daughter of Shipmate  
Charles Gaull '52-55**



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

**From:** Morrison, Fred [mailto:Fred.Morrison@jud.ca.gov]  
**Sent:** Tuesday, November 18, 2008 4:08 PM  
**To:** Glenn Smith  
**Subject:** RE: Another History Maker

Yes, that is me. I will be retiring from the court of appeal in January. I also spent 12 years on active duty in the Army, followed by 18 years in the California Army National Guard (part time). I was a BG when I retired in 1993. I wanted to join the Navy, but back then they required 20/20 vision and I did not qualify.

Glenn, I really enjoy the Edisto web site and all your messages. Thanks again for the Edisto baseball caps, I've got one for myself and each of my four sons.

All the best,

Fred Morrison

PS We will take my dad's class ring and along with my mom's miniature ring put it in some type of display and give it to one of our sons.

**From:** Glenn Smith [mailto:ussedisto@bellsouth.net]  
**To:** Morrison, Fred  
**Subject:** RE: Another History Maker

If I may be a little curious, are you the Fred K. Morrison, Associate Justice, Court of Appeal, Third Appellate District? I seem to recall that you were in the judicial system in CA and when I googled you back in 2006, I think you were running for election at that time.

Original Message-----

**From:** Morrison, Fred [mailto:Fred.Morrison@jud.ca.gov]  
**To:** Glenn Smith  
**Subject:** RE: Another History Maker

Dear Glenn:

I thought you would be interested in hearing about an unusual benefit I received from placing a message on the USS Edisto web site several years ago. My father, RADM William F. Morrison, was the captain of the Edisto in 1949-1950. Several years ago I wrote an entry on the web site describing my dad's subsequent career and how much I enjoyed visiting the Edisto as an eight year old boy.

Last week I was contacted by the Naval Academy. A woman in Newport, Rhode Island had found my dad's Naval Academy ring from the class of 1935 in a junk drawer in her house. My dad had lost his ring while on temporary duty in Newport in 1954. The only way the academy was able to find me was by googling my dad's name and finding my entry on the Edisto web site.

So thanks again to you and all the alumni of the Edisto.

All the best,

Fred Morrison



# Bluffton Today

BLUFFTON'S ONLY DAILY HOMETOWN NEWSPAPER

MONDAY, DECEMBER 1, 2008 • blufftontoday.com • 25 CENTS

## ALL THE STORIES THEY CAN TELL

Four Sun City veterans will share their memories of yesteryear's military on Tuesday at the library. **Page 5**

Volume 4, Number 242 • **COMING TOMORROW:** Annelore Harrell has a Wii. You know this one's gonna be fun.



**LOCAL**

### Today's the day

That "25 cents" thing above isn't a typo. If you haven't arranged to feed your BT addiction, now's the time. **Page 32**

**TEACHERS**

## EVERYWHERE YOU GO...

Bluffton's beginning to look a lot like Christmas. Check out

**NEWS**

## Pay to fish in the May?

THE LEGISLATURE

## John Duignan, '61-63



John & Lou Duignan



Breininger



Duignan



Fordyce



McGuire

# Learn from Bluffton's walking history books

BLUFFTON TODAY

Four Sun City veterans will tell stories of their military experiences at 2 p.m. Tuesday at the Bluffton Library. The four Sun City Veterans Association members were featured in Arnold Rosen's book "Keeping Memories Alive: Our Aging Veterans Tell Their Story." Rosen helped organize Tuesday's presentation.

The four Sun City veterans

who will share their stories are Gene McGuire, a World War I Navyvet, Pearl Harbor survivor and Silver Star recipient; Dick Fordyce, a Korean War Army combat vet and Purple Heart recipient; Alan Breininger, Vietnam War Navy vet who was wounded in action and received a Purple Heart and Bronze Star; and John Duignan, a Vietnam War Navy vet who served on the icebreaker USS Edisto in the Arctic and Antarctic.

[blufftontoday.com](http://blufftontoday.com)

**Bill Willinder, '47-48**

Barbara W. Willinder  
17 Fallgren Lane  
Weymouth, MA 02189-1345  
781-331-2056

December 7, 2005

GLENN SMITH, PRESIDENT  
USS EDISTO ASSOCIATION  
P. BOX. 747  
MIMS, FL 32754-0747

Dear Mr. Smith,

Thank you for your note of the upcoming reunion of the Icebreaker USS EDISTO AG87/AGB2 in April 2006.

Please be advised that my husband, William F. Willinder (Bill) passed away on April 15, 2004. He had always talked about the time he was stationed on the Edisto. I am sure he would have loved to attend this upcoming reunion!

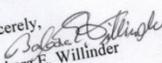
In addition to the Edisto, Bill served on the destroyer escort DE-530 and the USS Wasp CV-7 and attended many reunions since 1973.

Bill was in the military service for 30 years, 8 years in the Navy and 22 years in the US Air Force, retiring in 1970. A career in real estate since his retirement from the service kept him active until the time of his death at age 84.

He has three children, three grandchildren and three great-grandchildren. We were married for 40 happy years. Bill was very active, playing golf into his 70s then walking along the ocean, two miles minimum and we danced a lot. While stationed in Milwaukee, WI, he even taught dancing at the Arthur Murray studio.

I know you shipmates will have great time - the old stories, some perhaps a little exaggerated, but still bring out the laughter by all.

Please give my regards to all attendees!

Sincerely,  
  
Barbara E. Willinder

P.S. Enclosed are two pictures of Bill with JFK! He was very proud of these.



Bill Willinder (MSGT in US Air Force) and candidate John F. Kennedy shaking Hands! At the University of Wisconsin-Milwaukee campus in 1959!



Bill Willinder (MSGT in US Air Force) in deep discussion while walking on Campus of University of Wisconsin-Milwaukee campus during 1960 J.F. Kennedy Campaign.  
Last words of J.F.K. to Bill Willinder were "Any time you need any help, let me know!" J.F.K. was a super guy!"

M/Sgt William F Willinder met John F. Kennedy at the University of Milwaukee campus in April of 1959, while JFK was campaigning for the presidency of the US in the Wisconsin Primary.

Sgt. Willinder was stationed in Milwaukee, Wis, at that time with the US Air Force Recruiting Service. Sgt. Willinder was then and still is a native of Weymouth, MA and offered Mr. Kennedy his services for his campaign where possible. JFK's father (Joe) attended school briefly with Sgt. Willinder's father years before.

Willinder found JFK a very personable individual and also met Jackie Kennedy at that time. The day JFK spoke at the University of Wisconsin-Milwaukee, he captivated the student audience with his natural charm, wit and enormous charisma.

Willinder retired from the USAF as S/MSGT in 1970, after 30 years of active service and is now owner and operator of Massachusetts Realty, Braintree, MA.



## **FROM DOWN UNDER**

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

From: helen pullin [mailto:helen\_483@hotmail.com]

Sent: Monday, May 19, 2008 2:47 AM

To: Glenn Smith

Subject: RE: Question

Yes, the flowers on Valentine's Day were in fact the first time I had ever been given anything. Valentine's day was not well known in NZ at that time. The Helium Balloons almost pulled me off the pavement when the sailor walked me home to my Grandmothers I looked like Mary Poppins in uniform. Yes I think 1960. The tinned Turkeys (for thanksgiving) that went walka bout from your storeroom on the ground floor of the Barracks still remain a mystery we were given a severe dressing down, but that didn't work.

I think that the Eastwind may have been in port at some time also. Time does go, memories don't and that's good. The nurses from Dunedin Public Hospital were a great mob of girls and I am sure they enjoyed the parties etc. Sgt Joe La Hood and I used to drive around McClaggan St area and if we saw wobbly sailors, we would pick them up in the Land Rover and take them to the ship before the MPs found them. The marching demonstrations at Carisbrook Football ground were just an amazing show of skill with the rifles etc. They were good simple things that gave the local community much pleasure.

I remember a US Battleship anchoring off shore, they brought the Admiral ? ashore by a smaller boat. This - if I am not having a senior moment - was around the time of the Cuban crisis. or when Kennedy became President. Lunch onboard was awesome different food to our Mess food.

Posted today the info, the girl who photocopied the article started cutting it to fit A4 (what a dope) so it's minus the Otago Daily Times heading on the left hand side. I have also included a couple of photos. One Army 1958 and 1 Navy 1985 with a covering minute note to confirm my identity. They should reach you in about 7 days time Will endeavor to recover the series of articles I think the Evening Star ran them. Everything is in archives and is a pain. Cheers. Helen



Submitted by Helen Pullin, Australia

MAINTAIN FOR WOMEN

# Antarctica Is Not A Tourist Mecca

Lieutenant-colonel W. T. Foley does not agree with Admiral G. Dufek, previous commander of Operation "Deepfreeze," who says the Antarctic continent could be a tourist attraction.

"I do not think any of you are likely to go there," he told his audience at the Dunedin Travel Club yesterday morning.

"It is not a woman's world and it is definitely dangerous."

Colonel Foley said that it was easy to get lost and also easy to fall into a crevasse.

He would be the last per-

son to want to take a party of tourists there.

To reach Antarctica Colonel Foley travelled in an icebreaker.

"If ever you are offered the opportunity to travel on one, in your own interests, decline," he advised.

It had a smooth round keel and nothing to prevent it rolling, he explained. During

the first few days they encountered 40ft to 50ft waves and winds about 50 knots.

"You can imagine what it did. It rolled to 47deg either side, and pitched up and down."

Sleeping was almost impossible. He had to lie in his bunk holding on to both sides and hoping to stay there.

Dining he likened to a circus performance.

## STILL DISASTERS

After a while an eating method was developed, however. Chairs were placed against the wall and feet against the table, with plates of food resting in the person's lap. But there were still disasters and cases of soup landing outside the eater instead of inside.

On Christmas Day, 1,000 miles from Dunedin, they sighted the first icebergs rising 200ft to 300ft out of the water. At 4 p.m. the same day they reached the Antarctic Circle and 24-hour sunlight.

He arrived at McMurdo Sound base, two-thirds of the way up the Sound, by helicopter. This method of travel, he said, was "just a lot rowdier than in a normal aircraft."

His impressions of the base were of a big, rambling, untidy place. "As a soldier, it gave me the impression of a very untidy setup."

It was obvious the Americans went in "to get on with the job" and did not worry about the trash, he said.

## ICE CHANDELIERS

While at Scott Base for a New Year's Eve party, he was taken to the pride and joy of the area—a magnificent snow cave. It stretched for 100 yards and had chains of ice crystals hanging from the roof. These crystals, he said, looked like a million fairy chandeliers.

Judging by the flash bulbs on the ground it had been a much-photographed place, and he was sorry he did not have some bulbs with him.

Colonel Foley has often been asked how cold he felt in Antarctica. The temperature was usually about 22deg (10deg below freezing point), but it was not noticed because the air was so dry. It was robbed of moisture by the ice.

The Americans kept the temperatures in their quarters high. It was about 76deg to 80deg, which Colonel Foley found too oppressive for sleeping.

The outdoor temperature at McMurdo Sound affected him so little that he once ventured outside for a short period stripped to the waist and did not suffer any ill-effects.

## FIRE HAZARD

One of the greatest hazards in the area, was fire, Colonel Foley said. There was no water there, and the chances of stopping a big blaze were slight.

All the heating and cooking was done by oil fuel, and a naked flame was used.

By November, 1962, however, an atomic reactor would be in use, and all heating and cooking would be done by electricity.

End



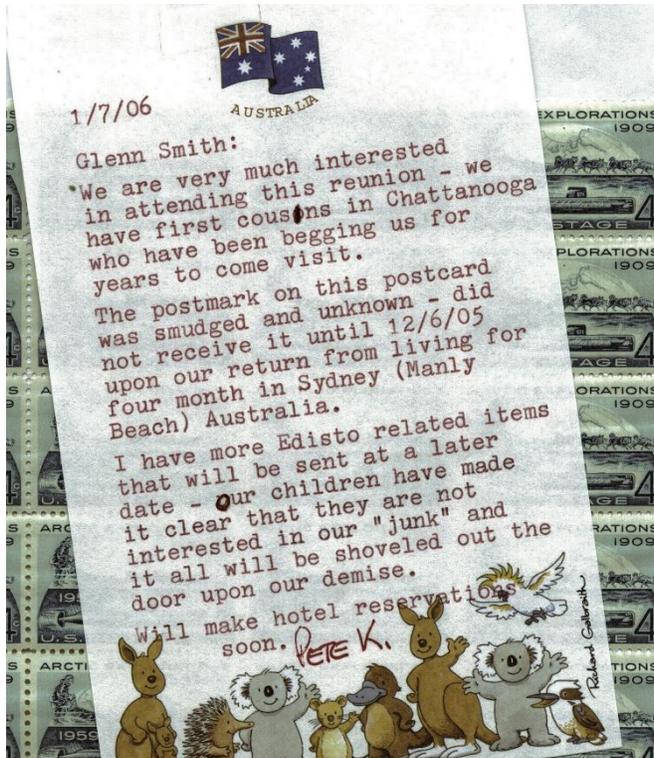
## Contid

Editor's Note:

USN Admiral George Dufek was task force leader of "OPERATION DEEPFREEZE" in 1956 and wrote a book by the same title. I found the book on eBay and sent it to one of the members who is to forward it on to another until all those from that cruise have read the book

More stuff from Karl "Pete" Kettlehut

Note 1959 Stamp



### New Members in 2008

Last_Name	First_Name	Rate	Onboard
Brackett	Richard S.	BM2	62-64
Charney	Stuart	ADR3	57-58
Dove	George E.	MR2	55-56
Ford	John G.	RDSN	53-54
Gaull	Charles E.	SN	52-55
Grassby	George K.	SN	61
Green	Duane L.	Marine Cpl	47-48
Hunter	Hugh A.	SN	59-63
Lakatos	Steven W.	SN	55-56
McPherson	Jim D.	FN	59-61
Oldeman	John K.	RMSA	57-58
Robinson	George L., Jr.	SFM2	62-63
Travis	William E.	FN	47-49
Vogel	Robert J.	SN	59-61
Yednak	Paul	ETSN	52-53

### **Editors Note:**

I am reminded by both George Soulia and Jon Newton that Jon is the author of the poem, "John Biscoe Boatbusten Boaten." It was reported in the last issue that the author was anonymous. It was in fact written by Jon Newton, '58-59 who also is the author of the Edisto Song that was part of your Kee Bird package.

## More Contributors to our Memory Books & Kee Bird

Omar Toner, '56-60

OCTOBER 27, 2007

GLEN D. SMITH  
P.O. BOX 747  
MIMS FL 32753-0747

Dear Glen,

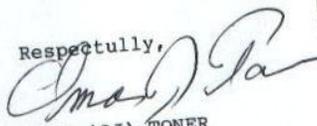
Sure enjoyed our phone conversation last week. It was a nice long talk about the old days.

I am sending you some of the information and photos of our Operation DeepFreeze IV trip.

Hope you can use some of it.

Take care.

Respectfully,



OMAR (OJ) TONER

I wish to pay tribute and give thanks to a host of our shipmates that have sent material for use in the Association Library, Kee Bird and fodder for our Memory Books.

To name a few:

Omar Toner, Art Kelsey, Al Werner, Helen Pullin, Henry Giles (US Atka), Art Kelsey, Virgil Paulk, Jon Newton, John Mussche, William Travis, the Late Earl Ware, David Collins, Al Cropper and Paul Noonan, who with Karl "Pete" Kettlehut have sent enough photos and Icebreaker material to fill a large packing crate.

Thank you.  
Glenn

Articles, photos and other material are used to make up a Memory Book for display/reading at our reunions.



*Atka* (AGB-3) and sister ship *Edisto* (AGB-2), moored together at Goose Bay, Labrador, 18 June 1960, in this view taken by Photographer 1st Class Scott. (USN 1051798)

Submitted by Karl "Pete" Kettlehut, '53



## SCUTTLEBUTT

### **DUES**

At the 2008 All Hands meeting of the Association, the general membership approved a \$5 hike in Annual Dues, increasing the dues from \$10 to \$15 per year. It was also approved to change the dues period to run from January 1<sup>st</sup> to December 31<sup>st</sup> of each year.

There are times when money is received in amounts that exceed the dues that are owed, and are deemed to be a donation unless accompanied by specific instructions on how the money should be applied (Pete Kettlehut once sent me \$100 to be spent only on beer – it was). If in doubt as to where you stand on dues, our Treasurer, Jim Jensen keeps copious records and will provide information on your standing by email: [lakeflyjim@jrecoop.com](mailto:lakeflyjim@jrecoop.com) or by phone: 715-585-2399. Or mail to Jim Jensen at: N 4792 Homestead Rd, Hawkins, WI 54530

### **Email**

Do you have an email address that you haven't shared with us? Or have you changed email addresses? If so, we would like to hear from you. Please call (321) 269-5637 or send an email at: [ussedisto@bellsouth.net](mailto:ussedisto@bellsouth.net). At one time we had almost 800 shipmates who had valid email addresses but that number has dropped to about half with two-thirds (200) of the good addresses belonging to members of the Association. We realize that people change Internet Service Providers (ISPs) along with their email address. If you don't have a computer, or an email address, please be reminded that your local libraries are your best source to "get online." Not only do they have computers with public access to the Internet, but often someone can assist you in learning how to use the computer as well as help you to setup/establish a Free email account with Yahoo.com, MSN Hotmail.com or Google's "Gmail." The latter seems to be most popular with my friends and can be found at [www.gmail.com](http://www.gmail.com). The advantage to having a web-based email account such as gmail, is that you can log on to your web mail wherever there is a computer with Internet access. Most hotels now provide a computer with Internet access so that you can send/read your mail while on the road.

### **KEE BIRD**

The Association has a nonprofit bulk mailing permit which has an annual fee of \$175. This permit allows us to mail the newsletter (within size & weight restrictions) at approximately 16.5 cents per envelope. With each printing and distribution (3 or 4 times a year) with 300 issues numbering into thousands of pages, the cost of ink cartridges, paper and envelopes is a big chunk of our Treasury each year. Having Staples, Kinkos or other printing service perform the job is even more expensive and we still have to fold/stuff/label and pay the postage.

A less expensive method and less time consuming is to develop and publish the newsletter as a PDF (portable document format) file and send to all that have an email account. Currently there are roughly 300 newsletters sent out at each mailing and two-thirds of the recipients have a valid email address. There may be some cost savings that can be achieved by limiting our postal mailing to only the members that do not have a computer/email address. Additionally all newsletters can be posted on the web site and be available to anyone that has access to the Internet.

**Please let me know by email ([ussedisto@bellsouth.net](mailto:ussedisto@bellsouth.net)) if you are willing to accept your newsletter by email.**

# SHIP'S STORE

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



13 x 19 inches



Navy Blue or Khaki



ENS Lyman H. Smith, '62-64

Mail check or Money  
Order to:

Lyman H. Smith  
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.

