



President's Corner

Hello Shipmates:



I hope that you all had a good holiday, and most of you are warmer than we are here in Iowa. Brrr, 10 below as I write this.

Our next reunion is in Warwick, RI, Oct. 17, 2010. It's right next to "Beantown". During our different stints in Boston, I remember going on the beach with Gene Fettenger. We would sometimes go to the Novelty and the Hillbilly Ranch.

During our Oct. 2010 reunion in Rhode Island, maybe we can see if Glenn Smith will set up a tour of those dens of liquid sin. Alas, I'm sure those joints are all gone.

It sounds like Glenn and Kathie Smith have done another excellent job planning our 5th USS Edisto reunion.

We wish to thank all the shipmates, relatives & friends, for sharing their many memories, newspaper articles, pictures, etc. We do appreciate your contributions very much. Anyone wishing to share a special memory, etc. please do so.

Remember that you can opt for a life-time dues if you want for only \$100.00. Also, we have our USS Edisto history book, only \$35.00 each for advanced orders. Please mail checks to treasurer James Jensen, N4792 Homestead Rd., Hawkins, Wi. 54530.

Enjoy life- We are looking forward to seeing everyone at our fifth great reunion in Rhode Island.

Best wishes,
Your shipmate,

Jerry Downs

A note from the Treasurer



For the year 2010 we currently have eighty-one (81) paid members. This number includes the current thirty-four (34) life members.

Membership dues are \$15.00 per year. Life membership is a one time fee of \$100.00 There is a \$20.00 one time fee to join the association Dues period is Jan 1st to Dec 31st. To pay your dues, please make your check payable to the **USS Edisto Association** and mail to:

James M Jensen
N4792 Homestead Road
Hawkins, WI 54530

Any questions on dues may be directed to Jim by phone at (715) 585-2399 or by e-mail to lakeflyjim@centurylink.net

Jim

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About the Kee Bird

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.

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Glenn Smith

—
2009-2010
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Davy Jones Locker

Last_Name	First_Name	Rate	Onboard	Death
Burns	Donald R.	GM2	53-55	06/03/09
Drummond	Glen N.	AGC	58	01/15/09
Grantham	Charles	UNK	UNK	10/07/09
Hentschel	Walter M.	EMFA	52-55	08/25/09
Jines	Leslie W.	YN3	54	02/02/09
Lakatos	Steven W.	SN	55-56	11/16/09
McIntyre	Raymond H.	SK3	54-56	03/28/09
Riley	James W.	S1	47-49	08/12/09
Voelkel	Arthur E.	FA	52-53	06/10/09
Ward	Thomas F.	FA	48-49	07/27/09
Winchester	Ralph L.	SA	55-56	09/09/09

December 11, 2009

Dear Mr. Smith:

I am the daughter of Loris C. Lorenzi. As my father lived with me in my home, the Edisto newsletter was recently received in the mail. I regret to inform you that my dad passed away last year, on September 26, 2008. He always held very dear his experiences in the U.S. Navy and, in particular, his memories of the Edisto. At his funeral service, one of his grandsons read a poem about the life of a sailor on an icebreaker which I am sure that I uncovered in his many files relating to his time in the Navy. He related his experiences to all he knew and had a picture of the Edisto on his wall in his home office. I am sure that the Edisto Association was a wonderful way for his memories to remain meaningful and vibrant.

Thank you and good luck to the Edisto Association.

Very truly yours,

Cheryl A. Venter

Check our web sites for more information on the Crew Roster and upcoming 2010 Reunion.

www.windclass.org

www.ussedistoagb2.com

A SOLDIER DIED TODAY

He was getting old and paunchy
And his hair was falling fast,
And he sat around the Legion,
Telling stories of the past.

Of a war that he once fought in
And the deeds that he had done,
In his exploits with his buddies;
They were heroes, every one.

And 'tho sometimes to his neighbors
His tales became a joke,
All his buddies listened quietly
For they knew where of he spoke.

But we'll hear his tales no longer,
For ol' Bob has passed away,
And the world's a little poorer
For a Soldier died today.

He won't be mourned by many,
Just his children and his wife.
For he lived an ordinary,
Very quiet sort of life.

He held a job and raised a family,
Going quietly on his way;
And the world won't note his passing,
'Tho a Soldier died today.

When politicians leave this earth,
Their bodies lie in state,
While thousands note their passing,
And proclaim that they were great.

Papers tell of their life stories
From the time that they were young
But the passing of a Soldier
Goes unnoticed, and unsung.

Is the greatest contribution
To the welfare of our land,
Some jerk who breaks his promise
And cons his fellow man?

Or the ordinary fellow
Who in times of war and strife,
Goes off to serve his country
And offers up his life?

The politician's stipend
And the style in which he lives,
Are often disproportionate,

To the service that he gives. While the ordinary
Soldier,
Who offered up his all,
Is paid off with a medal
And perhaps a pension, small.

It's so easy to forget them,
For it is so many times
That our Bobs and Jims and Johnnys,
Went to battle, but we know,

It is not the politicians
With their compromise and ploys,
Who won for us the freedom
That our country now enjoys.

Should you find yourself in danger,
With your enemies at hand,
Would you really want some cop-out,
With his ever waffling stand?

Or would you want a Soldier--
His home, his country, his kin,
Just a common Soldier,
Who would fight until the end.

He was just a common Soldier,
And his ranks are growing thin,
But his presence should remind us
We may need his like again.
For when countries are in conflict,
We find the Soldier's part
Is to clean up all the troubles
That the politicians start.

If we cannot do him honor
While he's here to hear the praise,
Then at least let's give him homage
At the ending of his days.

Perhaps just a simple headline
In the paper that might say:

**"OUR COUNTRY IS IN MOURNING,
A SOLDIER DIED TODAY."**

Author Unknown

From: Dick Stamm
Sent: Saturday, February 21, 2009



Glenn:

I was in UDT and someone decided that Ice Breakers might need explosives from time to time. First icebreaker was the Staten Island and the Kara Sea, then the Edisto, in 1954. First cruise on the Edisto was to help with the shipping for the radar line across northern Canada, Hudson Bay, the Davis Straight and South Hampton Island. Then back to Boston for some repairs and loading a lot of things for the Antarctic and the international Geophysical Year. I got shanghaied, and got my own ship, the YOG-70 and 100,000 gallons of Av Gas. The windward passage, the Panama Canal, past Easter Island to Christchurch, New Zealand for three days and they off to McMurdo Sound. Froze the YOG in the ice as a fuel tank for the air craft. Then officially back to the Edisto, but I spent a good deal of time out fitting for some of the Scientists the summer of 1954 & 1955. Then back to the Edisto for a trip to New Zealand for a replacement shaft and propeller repair. Then back to Boston. In May of 1955 I was supposed to be mustered out of the Navy, But the Navy could not find me, and I made the second trip to the Arctic, back to Boston in September out of the Navy in October. Since then I have worked in Wisconsin, Japan, New Zealand, Java, South Africa, Israel, Egypt, Poland, Russia, Scotland, France etc.

I am now 80 and headed for work at Great Slave Lake,, NWT Canada in March. Yes I have email in Northern Canada. Ever watch " Ice Road" on the TV? That is Great Slave Lake.

I have had a very adventurous life and enjoyed every minute of it.

Dick Stamm
Industrial Refrigeration
P.O. Box 70
Sandy, OR 97055

More mail about the Arctic & Antarctic Medals

From: Myron Fairbanks
Sent: Saturday, December 12, 2009 2:31 PM
To: Glenn D Smith
Subject: Greetings

Glenn,

I am sorry I missed your call, as I am still punching the time clock.

I wanted to let you know that Senator Webb from Virginia is working on the Cold War Medal of which during that period, we Icebreaker Sailors, will be qualified for. In addition, I was thinking all Navy Icebreaker Sailors can petition Senator Webb to widen the qualification period of time for the Arctic Service Medal from 1982 back to 1950.

When I think of the Edisto, there are a couple of events that crosses my mind, one is when the Second Class fired a few shots in the wardroom. My rack was right next to the ladder that he used to get the gun from the post office. Another is when we were in that great storm and one of the propellers seared off. I swear we almost turned over. I thought we were going over. I am sure glad I was not a cook trying to feed us during all those stormy weather days, believe me I do not miss those days. Cheers.

Myron (Butch) Fairbanks

ARCTIC & ANTARCTIC MEDALS

For more information on these medals or to purchase, go to web site: <http://www.usarmy.com>

Navy Arctic Service Ribbon



Criteria: Awarded any member of the U.S. Navy or Marine Corps serving 28, or more, consecutive days of duty in the Arctic Circle. Like the Antarctica Service Medal, it may be awarded to Civilians. The ribbon was made retroactive to January 1982 and is also granted to members of other branches of the military, providing they are serving with a Navy or Marine Corps command when the Arctic duty was performed. The U.S. Coast Guard equivalent of the Arctic Service Ribbon is the Coast Guard Arctic Service Medal. The ribbon is issued for one time service only and there are no devices authorized for additional periods of Arctic service. The Antarctic equivalent of the Arctic Service Ribbon is the Antarctica Service Medal. The Navy Arctic Service Ribbon was established in May 1986.

Unless Congress changes the criteria to make the award retroactive to the 40's, we sailors who made northern cruises are not eligible for the Arctic Service Ribbon.

Antarctica Service Medal Ribbon



Criteria: Awarded to personnel serving between fifteen to thirty days stationed on the Antarctic continent, defined as south of 60 degrees latitude. Flight crews performing transport missions to Antarctica qualify for one day of service for each flight mission performed within a twenty four hour time period. For those personnel performing extended winter service in Antarctica, a Wintered Over Device is authorized. The Arctic equivalents of the Antarctica Service Medal are the Arctic Service Ribbon, issued by the United States Navy, and the Coast Guard Arctic Service Medal, issued by the U.S. Coast Guard.

Antarctica Service Medal

Criteria: Awarded to personnel serving between fifteen to thirty days stationed on the Antarctic continent, defined as south of 60 degrees latitude. Flight crews performing transport missions to Antarctica qualify for one day of service for each flight mission performed within a twenty four hour time period. For those personnel performing extended winter service in Antarctica, a Wintered Over Device is authorized. The Arctic equivalents of the Antarctica Service Medal are the Arctic Service Ribbon, issued by the United States Navy, and the Coast Guard Arctic Service Medal, issued by the U.S. Coast Guard. Those of us that made a southern cruise are eligible to receive the Antarctica Service Medal & Ribbon.



These medals may be purchased at: <http://www.usarmy.com>

From: Kenneth Neilsen [mailto:kennelnsen@sbcglobal.net]
Sent: Tuesday, December 01, 2009 7:18 PM
To: Glenn D
Subject: Edisto

In the Kee Bird there was a question on medals. In the Medals of America catalog they only made an Arctic Service Medal for the Coast Guard. They also had the Antarctic service medal which we did receive. The Navy made a Navy Arctic service ribbon in 1986. I feel all of our men who served in the Arctic should have gotten this award. Maybe you could have one of our officers check into this with the government. Also everyone should have received the National Defense Service medal. If you don't have this catalog I can send it to you. The catalog is from www.usmedals.com, Nancy and I have made our reservations for Warwick RI. ...Ken.

MEDALS CONTINUED . . .

NATIONAL DEFENSE MEDAL

In the years since the creation of the National Defense Service Medal, it is authorized only for the following time periods.

- June 27, 1950 to July 27, 1954 for service during the [Korean War](#)
- January 1, 1961 to August 14, 1974 for service during the [Vietnam War](#)
- August 2, 1990 to November 30, 1995 for service during the [Gulf War](#)
- September 11, 2001 to a date to be announced for service during the [War on Terrorism](#)



Award Criteria

The National Defense Service Medal is awarded to anyone who serves on active duty in the United States military during the above time periods. For service in the Gulf War and War on Terrorism, members of the military reserve (or [National Guard](#)) are awarded the NDSM for performing "reserve service in good standing" which implies regular participation in weekend drills and annual training. [1] The medal is not authorized for members of the inactive reserve component under any circumstances.

The National Defense Service Medal is further authorized to students at the service academies after they are sworn into service, but is not granted to discharged or retired veterans who did not serve in one of the above time periods.

Only a few sailors ever hoped to earn this one...

Navy Good Conduct Medal & Ribbon

Criteria: The current Navy Good Conduct Medal dates from 1961 and is issued to every active duty sailor who completes three years of honorable and faithful service. Before 1996, four years of honorable and faithful service was required. During times of war, the Good Conduct Medal may be awarded for one year of faithful service. The Good Conduct Medal may also be awarded posthumously, to any soldier killed in the line of duty. Upon 12 years of honorable and faithful service, sailors are also allowed to wear gold-colored version of their Petty Officer insignia, something usually seen with those with the rank of Chief Petty Officer and above, although a few with the rank of Petty Officer 1st Class (usually in the Navy Reserve) have their version of this rank insignia. Of all the Good Conduct Medals, The Navy Good Conduct Medal is the oldest, dating back to 1869. There have been a total of four versions of the Navy Good Conduct Medal, the first version of which was issued from 1870 to 1884. The second version of the Navy Good Conduct Medal was issued between 1880 and 1884. The medal was phased out by 1885 and a new medal issued between 1885 and 1961. These ribbons and medals may be purchased online at: <http://www.usamilitarymedals.com>



Penguins



Did you ever wonder why there are no dead penguins on the ice in Antarctica - where do they go? Wonder no more!!!

It is a known fact that the penguin is a very ritualistic bird which lives an extremely ordered and complex life. The penguin is very committed to its family and will mate for life, as well as maintaining a form of compassionate contact with its offspring throughout its life.

If a penguin is found dead on the ice surface, other members of the family and social circle have been known to dig holes in the ice, using their vestigial wings and beaks, until the hole is deep enough for the dead bird to be rolled into and buried.

The male penguins then gather in a circle around the fresh grave and sing:

"Freeze a jolly good fellow."

"Then they kick him in the ice hole."

You really didn't think that I knew ANYTHING about penguins, did you?

From: JON NEWTON [mailto:jonnewton@verizon.net]
Sent: Wednesday, December 16, 2009 12:05 PM
To: jweldonk@cvtv.net; etmollica@aol.com; glennsmith@cfl.rr.com;
jdowns82@hotmail.com;; vhpaulk@sbcglobal.net
Subject: Army/Navy Game



Eight straight!

KT and I attended with friends/clients. Our tickets were on the Army side this year and I had a three-star sitting in front of me and a four-star sitting in front of him. We were neither intimidated nor self conscious although our Navy blue and gold did stand out in the sea of camo fatigues and the gray of the Corps of Cadets immediately to our right.

At half time the three-star (a General Hutton) turned to me with Army ahead 3-0 and said, "Well, what do you think" I said, "General, I think there is a whole lot of football left to be played." He looked at me and said, "Nice hat." I was wearing my show stopping Navy/Shellback/Crossing the Line ball cap.

Anyway, great game as always with another great result. It was chillin' and thrillin' to hear the Brigade chanting "Army got beat again" while waving their hats in the air. Also stupifyin' to see the Navy Seal precision jump team drop into the stadium followed by the Army jump team just before the kickoff. Since the USNA was the home team we also got to watch the Navy ceremonial drill team (awesome) and the Annapolis Drum and Bugle Corps at halftime. There was also a fly-over by a squadron of "thunder chickens."

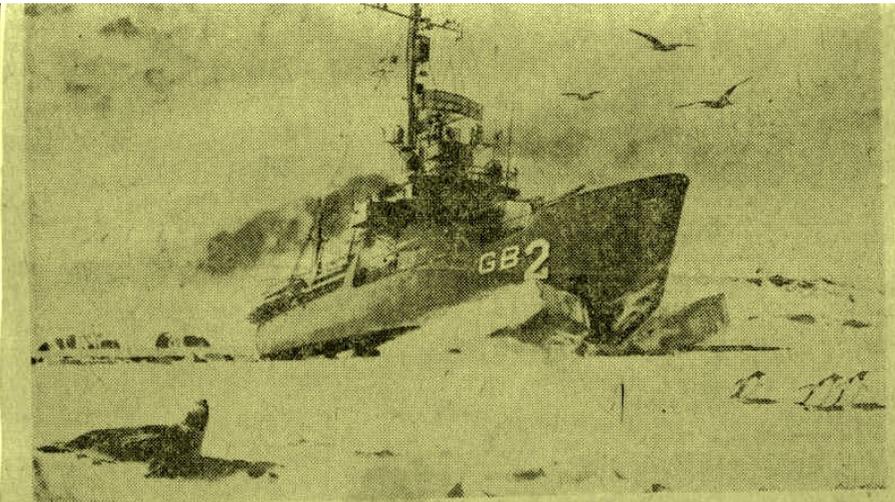
Talk about shock and awe!

I have attached some images. Aren't you glad I am the Edisto Association historian and not its photographer?

Happy holidays to all.

Jon Newton





Heavy Duty

Artist Gene Klebe caught the Navy ice breaker Edisto breaking through a new field of ice while pen-

guins run for cover and a seal watches the operation in an unconcerned manner. (Flye Photo)

Maine Winter Will Seem Mild To Noted Artist After Seven Weeks In Antarctic

Gene Klebe, prominent Maine artist, will find next winter's zero weather almost tropical, after a seven week stint in the Antarctic.

"The highest the mercury rose at the South Pole was 23 degrees below zero, and the coldest was 52 below," Klebe said. "At McMurdo it was a little warmer, but not much."

Klebe was selected by the Navy to make paintings of Operation Deepfreeze, 1961, in an effort to update the service's Combat Art Program to include present-day operations.



Klebe At Work

HE SAILED from Davisville, R.I., Nov. 20, 1960, and after an outfitting stopover at Christchurch, New Zealand, arrived at McMurdo, Antarctic, Dec. 29.

For seven weeks following his arrival, Klebe sketched in pencil, crayon and pastels. Each of the sketches he backed up with a photograph which he used for detail when he transposed his sketches into water colors of the area.

In addition he took colored pictures and now has a collection of more than 600 slides.

"It was cold, real cold, the coldest conditions I've ever worked under," Klebe recalled. "The Navy issued me all the cold weather clothing I would need, so it wasn't too penetrating. When I would sketch, I would take off the heavy mitten and wear a cotton glove. When my hand would start freezing, I would put my heavy mittens on until warmth returned to my digits."

LIGHT was no problem. It was summer "if you can call it that" and there was 24 hours of daylight. Under those conditions,

McMurdo.

Two experiences stand out in Klebe's mind.

One was a telephone call he made to his wife in Bristol. It was done through a ham operator in Clark, N.J. The base radio was able to contact Jules Madey, who in turn had a phone patch made so that Klebe could talk with his wife.

The other was meeting a Maine man while flying home. The commanding officer of the C130 plane was Lt. Cmdr. Robert Carew of Lisbon Falls.

ONE OF KLEBE'S paintings, "Antarctic Crossroads" won a gold medal at the grand national exhibit of the American Artists Professional League showing at the Salmagundi Club, New York. All of his antarctic paintings will become part of the Navy's permanent collection and will be exhibited throughout the United States.

Klebe said he had no set routine. He would sketch at 3 a.m. or 6 p.m. or whenever the spirit moved him.

Klebe spent five days sketching at the South Pole.

"That was an experience," he said.

All living quarters are dug under the snow and living conditions there "are fairly comfortable."

"The air there is so clear we sighted a mountain 106 miles away," the artist noted.

Because weather conditions are so tricky, all personnel must report where they are going.

"Besides storms there are 'white outs,'" Klebe reported. "Under these conditions, the ground, sky and all of the surrounding area is a milky white. It is as if you are living in a milk bottle. All you can do is remain where you are otherwise you'd get hopelessly lost."

THE SOUTH POLE, he pointed out, is on a plateau at an altitude of from 9 to 10,000 feet, and is about a three hour flight from

More Mail ...



From: Pete Breslin

Sent: Tuesday, January 05, 2010

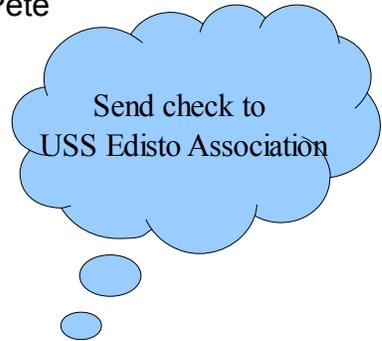
To: glennsmith@cfl.rr.com

Subject: Edisto Article

Glenn

Since her death I have been perusing mothers collection of family memorabilia. She used to follow every thing I did in the Navy and apparently she found this article in a 1960 era, Portland, Maine Sunday Telegram about Gene Klebe the artist who did the Edisto ice breaking picture. Thought it might be interesting to you and others.

Pete



13" X 19"

\$20 includes shipping cost



FLIGHT TO BYRD Hercules In Antarctic

Landing on the Ross Ice Shelf runway early yesterday morning a United States Hercules skiplane completed the first stage of a 6300-mile mercy flight to and from the Antarctic.

If the weather is favorable today the 50-ton aircraft will fly 917 miles inland to Byrd station to evacuate a Russian exchange scientist, Mr Leonid Kuperov, who is suffering from a chronic uter condition.

Flown by Commander L. E. Newcomer, the Hercules left Christchurch at 12.30 a.m. yesterday and arrived on the Ross Ice Shelf at 8.46 a.m.

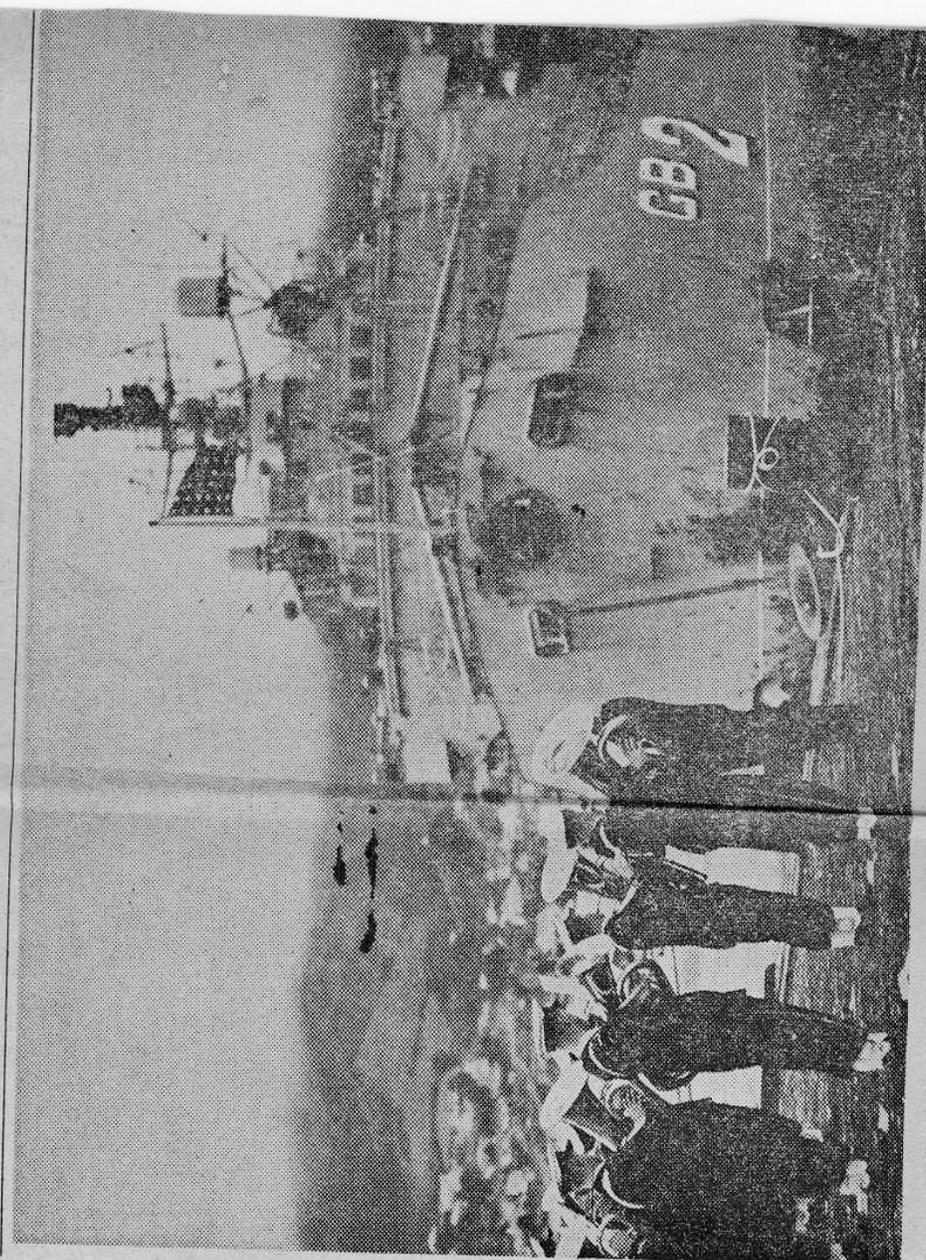
The aircraft waited in Christchurch for five days for suitable weather in the Antarctic. A second Hercules is standing by in case of emergency.

With winter's total darkness rapidly approaching and temperatures falling steadily the mission to recover the Russian has been a race against time. At Byrd station it is light for only six hours each day and the hours of daylight are becoming fewer each day. Darkness will shroud the continent on April 25.

Yesterday's landing is the latest ever made in the Antarctic.

Twenty-three men travelled on the plane. They included a double crew, a doctor, Lieutenant J. W. Potter, a photographer, and a Russian linguist, Lieutenant-Commander J. W. Corley.

Bundles of newspapers, mail, urgently-needed tractor spare parts, and an X-ray machine for Byrd station were also carried.



DERRY'S BRASS BAND playing to welcome the U.S.S. Edisto at Lyttelton yesterday afternoon.



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.

Send check or money order to:

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



Hi Glenn

As I stated earlier Mother never threw anything away... Here are three more articles. One is of the return from the North Atlantic cruise prior to our departure south. The right side is chopped just a bit and Albert and Lorna's name are missing a few letters. The other is about three of us, Jakie, Archie and I were from the same county and made the paper. Maybe it's useful history. Have fun! ...Pete

Edisto Back from Mission to Arctic Bases

2 Days Late Due to Cleo, Dense Fogs

The USS Edisto, delayed two days by fog and the buffeting of Hurricane Cleo, tied up at 3:30 yesterday afternoon at the East Jetty, South Boston Naval Annex.

About 50 wives and children of the 200 officers and men aboard were at dockside to greet them at the end of a two-month, two-week voyage that took the rugged little icebreaker twice beyond the Arctic Circle.

LONG WAIT

Many waiting had been there since early morning. Fog blanketed the harbor and did not burn off until early afternoon. The ship had been scheduled to dock at 8 a.m.

The skipper, Cmdr. Robert A. Martin of Winchester, reported that Friday night and early Saturday the Edisto pitched and rolled up to 35 degrees in the heavy seas and 70-mile-an-hour gales of Cleo as the hurricane blew itself out east of Nova Scotia.

"It was the roughest weather we had," he said.

The 6,000-ton vessel, veteran of both Polar seas, logged 10,631 miles this trip. She slipped her lines at South Boston June 6.

ANTARCTIC AGAIN

After a six or seven-week refit, she will head south for duty in the Antarctic.

The cruise just completed took the Edisto to Goose Bay, Labrador; Thule Air Force Base, on the west coast, and Kulusuk, on the east coast of Greenland. The icebreaker's mission was to keep these harbors open for the landing of supplies to maintain the bases through the long Arctic winter.

The captain said Eskimos, seals and walrus were sighted, but no Russians or polar bears.

Perspiring in the muggy South Boston heat, many of the ship's complement displayed luxuriant beards as the Edisto docked almost under the bow of the carrier Wasp.

The beards were not an unqualified success.

The tiny twin daughters of one sailor burst into tears at their first sight of father's foliage and refused to go near him.



DADDY'S HOME—Seaman Bobby Williams of the Edisto kisses his daughter, Wendy, 18 months, on return from Arctic duty. Wendy and Mrs. Williams reside in Malden while he's at sea.



HERO'S WELCOME—That's what Radioman Albert E. Jackson of Revere got from his daughters, Lorna and Linda, who were at dockside yesterday when the Edisto returned to Boston.

\$25 (includes shipping)

Send check to USS Edisto Association
PO Box 747, Mims, FL 32754

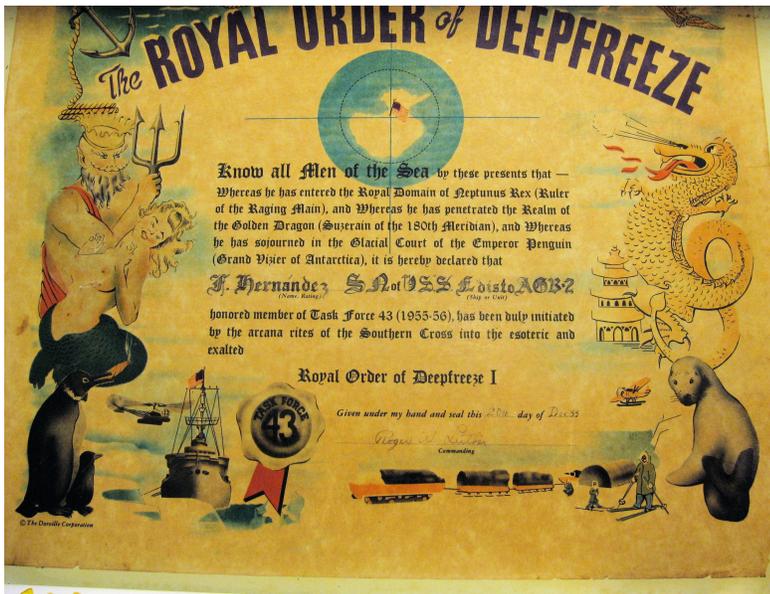


Mail Call continued . . .

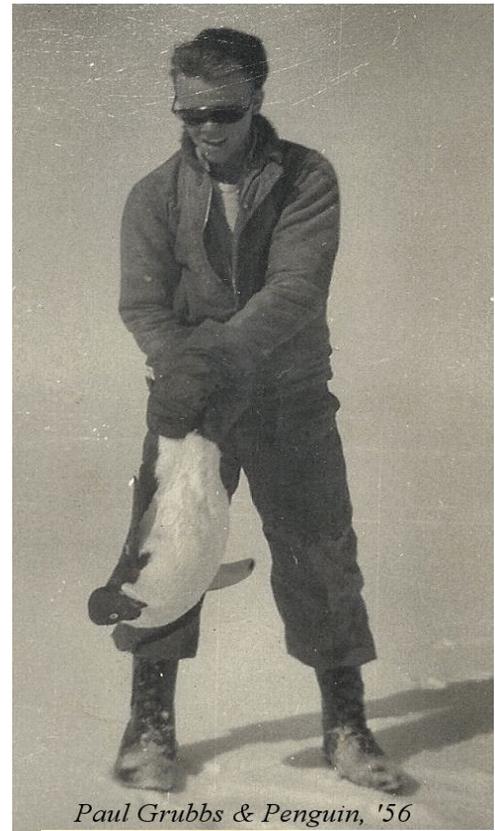
Received photos and information from new member Corpsman Fernando Hernandez, '54-56. He and wife Brunilda are living in San Jaun, PR. He has a good memory and recalls a lot of the shipmates and has several good photos of Deepfreeze One. Here are a photo of him and one of Paul Grubbs struggling with a penguin.



Hernandez



'56 crew dragging crashed plane



Paul Grubbs & Penguin, '56



12-12-09

Glenn

Thank You For All The
Hard Work That You And The
Board Do.

John H. Heintz
P.S. I Signed On For A Life Membership



DEC. 15, 2009

USS EDISTO ASSOCIATION

GLEN,

THOUGHT YOU MIGHT BE INTERESTED IN THIS PHOTO OF THE 'GUN GANG' ON THE EDISTO IN 1953 OR 54. CANT REMEMBER ALL THE NAMES. HERES THE BEST I CAN DO.

FRONT ; CONRAD, TADDEO, BAIRD, VANDIVER.

BACK; LOVE, ?? , GEHL, BURNS.

LOCATION WAS SOMPLACE IN GREENLAND.

KEEP THE PHOTO, AND THANKS FOR ALL THE GOOD WORK YOU DO KEEPING US ALL INFORMED OF THE GOOD OLD DAYS.

REGARDS;

WILLIAM 'CY' GEHL

12/17/2009

With much sadness, I must advise you that my husband, CPO Donald R. Burns, USN (Ret.) died on June 3, 2009 after a lengthy illness. He was in the hospital when your reunion letter went to him; I just came across it while going through his belongings. He was never able to come home.

*Sincerely,
Norma L. Burns*

Bill Gehl sent me this photo of the 54 Gun Crew and identified all but one. He thinks the guy's name was Collins. Can anyone provide the missing name?

I looked up Donald Burns and found his widow Norma who sent this note.

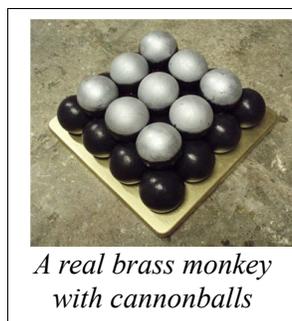


USS Edisto '53-54 Gun Crew

THE STRAIGHT SKINNY!

"It's cold enough to freeze the balls off a brass monkey."

Every sailing ship had to have cannon for protection. Cannon of the times required round iron cannonballs. The master wanted to store the cannonballs such that they could be of instant use when needed, yet not roll around the gun deck. The solution was to stack them up in a square-based pyramid next to the cannon. The top level of the stack had one ball, the next level down had four, the next had nine, the next had sixteen, and so on. Four levels would provide a stack of 30 cannonballs. The only real problem was how to keep the bottom level from sliding out from under the weight of the higher levels. To do this, they devised a small brass plate ("brass monkey") with one rounded indentation for each cannonball in the bottom layer. Brass was used because the cannonballs wouldn't rust to the "brass monkey", but would rust to an iron one.



When temperature falls, brass contracts in size faster than iron. As it got cold on the gun decks, the indentations in the brass monkey would get smaller than the iron cannonballs they were holding. If the temperature got cold enough, the bottom layer would pop out of the indentations spilling the entire pyramid over the deck. Thus it was, quite literally, cold enough to freeze the balls off a brass monkey.

Crew Status: Roster: 3401 Living: 1061 Deceased: 1130 Missing: 1210

42 Life Members

<u>Last Name</u>	<u>First Name</u>	<u>Onboard</u>	<u>Last Name</u>	<u>First Name</u>	<u>Onboard</u>
Annabel	Charles A.	61-64	Kettlehut	Karl T.	53
Bauman	Roger A.	62-64	Koenig	J. Weldon	58-60
Belcher	James L.	63-64	Mallet	Ronald J.	58-64
Brissette	Frederick J.	61	Marx	Thomas W.	56-61
Clar	Steven S.	50-54	Meyer	Rudolf K.	64-65
Collins	David S.	64-65	Newton	Jon V.	58-59
Deegan	Martin J.	61	Orr	Donald G.	49
Donnelly	Frank P.	62-64	Patarini	Valentino M.	54-56
Downs	Gerald L.	60-62	Ripley	Marcus J.	63
Dykas	Richard F.	58-60	Saldana	Gilbert	58-59
Ford	John G.	53-54	Schroder	Austin R.	62-65
Gallant	William F.	60-62	Siebert	Thomas J.	48-49
Hardy	Edward C.	60-65	Smith	Glenn D.	60-62
Heidel	Warren A.	62-64	Strayton	George	62-64
Heintz	John H.	58-60	Toner	Omar J.	56-60
Howes	Wilbur L.	49-52	Travis	William E.	47-49
Hoyt	Charles W.	63-65	Weber	Robert A.	62-64
Isachsen	Eric	64-65	Wilson	Robert M.	64-65
Jensen	James M.	60-62	Mallory	Herbert A.	51
Johnson	Cydney A.	55-57	Rossey	Richard G.	63-65
Kaliher	Ron	61	Rodriguez	Dana O.	56-60

Call to Reunion

Our 5th reunion of the USS Edisto will be held October 17-20, 2010 in Warwick, Rhode Island. Our host hotel is the Crowne Plaza Hotel , 801 Greenwich Ave. Warwick, RI 02886, located just off I-95 at Exit 12A.

Reservations may be made either by calling the hotel directly at (401) 732-6000 or the Crowne Plaza toll free reservation line at (800) 227-6963. If registering by phone, tell them you are with the USS Edisto Association to get the reduced rate. You may register online, but make sure you use the code USE (without the quotation marks) to get the lower rates. The hotel web site: <http://www.crowneplaza.com/warwickri>

Nightly lodging rate is \$99 per night, single or double occupancy and includes all state and local taxes and a Hot Buffet Breakfast each morning in the Association's Social Room. Reservations should be made **now** but no later than the **cutoff date of September 16, 2010** because the hotel will not guarantee rooms will be available after that date. *The hotel will not adjust the rate at check in or check out time if you fail to identify yourself with the USS Edisto Group when you register.*

Should you find it necessary to cancel a reservation, you may avoid a penalty if you cancel at least 24 hours before your expected arrival time.

Driving: Take **Exit 12A on I-95** and go east on East Avenue to the first intersection, turn right at the light onto Greenwich Ave and then turn right into hotel driveway.

Flying: The T.F. Green Airport is 2 miles away and the **hotel offers free Shuttle Service** to and from airport and to local shopping within a 2 mile radius. Several major airlines as well as Southwest fly into T.F. Green.

Train: Amtrak has a station in Providence about 11 miles from the hotel. Taxi fare is around \$25.

What is planned

The event will last 4 nights/5 days commencing Sunday, October 17th and ending with a Banquet on Wednesday, October 20th and will offer two (2) tours and three (3) meals for those shipmates who wish to participate. A minimum of 35 people on each bus is required or the tours will be cancelled.

Sunday kicks off the event with a Welcome Dinner. Door prizes and general housekeeping such as schedule changes and other helpful information will be announced at this time.

Monday involves a tour of Battleship Cove Massachusetts, the country's most complete collection of American World War II Navy ships including the Battleship Massachusetts, the submarine Lionfish, destroyer Joseph P. Kennedy, Jr., a landing craft and 2 PT boats. A memorial service followed by lunch will be held on the Battleship Massachusetts.

Tuesday will take us to Boston, Massachusetts, the "Birthplace of American Revolution" abounds in history. Upon arrival in the city this morning, board a trolley for a narrated 90-minute driving tour. Along the route you will see historic Faneuil Hall, the Prudential Center, Trinity Church, the Public Garden and many other historic sites. Following the tour there will be free time for lunch and shopping in historic Quincy Market. This afternoon, visit the Charlestown Navy Yard to see the USS Constitution ("Old Ironsides") and the USS Cassin Young DD-793.

Upon return from Boston, a buffet dinner will be offered to those who wish to kick back and avoid the hassle of finding a meal.

Wednesday morning will commence with a Business Meeting for members in the Social Room (Atrium). Later that evening a Farewell Banquet will be held in one of the ball rooms.

Note: A hot buffett breakfast will be served each morning in the Social Room (Atrium) for registered guest.

EVENT SCHEDULE

Sun., October 17 **Registration and Welcome Dinner**

- 2:00 pm** Pickup Registration package (badges, tickets, etc) at the Atrium
6:30 pm Buffet Dinner in the Rotunda for ticket holders. ***Roast Top Round of Beef, Peppercorn Sauce
Chicken with Sage and Bread Stuffing, Merlot Sauce & Baked Scrod, New England Style***
8-11 pm Social Gathering in the Atrium
-

Mon., October 18 **Tour Battleship Cove & City of Providence** **\$65 per person (inclusive)**

- 08:45 am** Load buses
09:00 am Bus departs for Battleship Cove in Fall River, Massachusetts, the country's most complete collection of American World War II Navy ships including the Battleship Massachusetts, the submarine Lionfish, destroyer Joseph P. Kennedy, Jr., a landing craft and 2 PT boats. A tour guide will accompany the group and point out sites of interest enroute to Battleship Cove.
10:00 am A memorial service will be held on board the USS Massachusetts. Up to 100 chairs will be provided for those that wish to sit during the ceremony.
11:30 am ***Lunch in the nostalgic atmosphere of the Officer's Wardroom.*** Continue on to Providence, Rhode Island's Capital City and visit the Roger Williams National Memorial Park to learn about the founder of Providence. Then, on a driving tour, see the magnificent Rhode Island State House, Brown University, the Rhode Island School of Design, Water Place Park and the oldest First Baptist Church in America. The price includes motorcoach transportation, tour guide, Battleship Cove admission, buffet lunch (buffet includes soup, turkey, roast beef and tuna salad sandwiches, pasta with marinara sauce, sweet & sour kielbasa with peppers and onions, Boston baked beans, potato salad, potato chips, apple pie and beverage), and a driving tour of Providence and all taxes and gratuities.
4:00 pm Bus returns to hotel.
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Tue., October 19 **Tour Historic Boston & Charlestown Naval Yard** **\$65 per person inclusive**

- 08:45 am** Load Buses
09:00 am Buses Departs for Boston, Massachusetts, the "Birthplace of American Revolution" abounds in history. Upon arrival in the city, board a trolley for a narrated 90-minute driving tour. Along the route you will see historic Faneuil Hall, the Prudential Center, Trinity Church, the Public Garden and many other historic sites. Following the tour there will be free time for lunch and shopping in historic Quincy Market. This afternoon, visit the Charlestown Navy Yard to see the USS Constitution ("Old Ironsides") and the USS Cassin Young DD-793. The price includes motorcoach transportation, one escort to accompany the group all day, trolley tour, visit to Charlestown Navy Yard and all taxes and gratuities.
5:00 pm Bus returns to hotel
6:00 pm ***Buffet dinner to ticket holders. Menu not yet determined.***
8-11pm Social Gathering in the Atrium Meeting Room
-

Wed., October 20 **Business Meeting and Farewell Banquet**

- 09:00 am** **Business meeting in the Atrium**
6:00 pm **Farewell Banquet**
Plated dinner for ticket holders. Entree choices are:
Roast Prime Rib of Beef Au Jus, Horseradish Cream Sauce, Sautéed Chicken Breast Saltimbocca,
Prosciutto and Swiss Cheese with Marsala Mushroom Sauce
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2010 USS EDISTO REUNION REGISTRATION

NAME: _____ NICKNAME: _____ SPOUSE: _____

ADDITIONAL GUEST NAME (s): _____

HOME#: _____ CELL#: _____ EMAIL: _____

STREET/MAILING ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

DATE OF ARRIVAL: _____ DEPARTURE: _____ # IN PARTY: _____ # OF NIGHTS STAY _____

EMERGENCY CONTACT NAME: _____ TEL# _____

DO YOU REQUIRE ANY SPECIAL ACCOMODATIONS? HANDICAP ROOM: _____ (Yes/No) WHEELCHAIR: _____ (Yes/No)

HAVE YOU FOOD ALLERGIES? _____ (Yes/No) MEDICAL CONCERNS NOT MENTIONED ABOVE? _____ Yes/No

If yes, please describe: _____

FLY OR DRIVE: _____ (Note: If you fly, contact hotel at **1-401-732-6000** to arrange for complimentary pickup).

NOTE: All prices quoted include service charges, tips, state and local taxes. Registration pays for liability insurance, name badges, door prizes and incidental expenses that may arise during the event.

Event Registration Fee	Hotel Guest If NOT staying at the hotel	\$25 per person or \$50 per couple \$35 per person or \$60 per couple	Total \$ _____
Sunday, Oct 17th	Welcome dinner	\$35 per person X _____	Total \$ _____ (Dinner)
Monday, Oct 18 th	Tour 1: Battleship Cove	\$65 per person X _____	Total \$ _____ (Tour 1)
Tuesday, Oct 19 th	Tour 2: Boston & Charlestown Dinner upon return to the hotel	\$65 per person X _____ \$25 per person X _____	Total \$ _____ (Tour 2) Total \$ _____ (Dinner)
Wednesday, Oct. 20 th	AM: Business Meeting PM: Farewell Banquet	\$40 per person X _____ Entrée Selection:	Total \$ _____ (Dinner) Beef: X _____ Chicken: X _____
Thursday, Oct 21st	11:00 AM Check Out	Personal Check Number _____	Check Total \$ _____

If necessary, room reservations may be cancelled without penalty 24 hours before expected date of arrival.

Completed registrations received on or before September 1st will be eligible for 1 free night lodging with the winner determined from among all early entries in a drawing to be held Oct 17th at the welcome dinner. The deadline for registration is September 30th at which time money for meals and fees for bus, tours and attractions will be paid. Refunds cannot be made after payments to hotel and attractions are made.

Make a copy of the completed form for your records and send a check or money order payable to USS EDISTO ASSOCIATION and mail to Glenn Smith, P.O. Box 747, Mims, FL 32754. If you have any questions call (321) 269-5637 or Email me at gsmith@cfl.rr.com

Please note that once advance payments have been made to the hotel & vendors for meals, buses and tours, refunds will not be available.