



From the Helm

Ahoy Shipmates:

Our fifth USS Edisto reunion will begin on October 17th, and end on October 20th, 2010. Please get your hotel reservations by September 16th. Also, register for the event schedule no later than September 16th.

I personally am looking forward to seeing Boston again. It has been 48 years since I walked off the quarter-deck of the USS Edisto and flew out of Logan Airport back to Iowa.

This reunion will be in very close proximity of where the USS Edisto was home ported.

We hope to see as many shipmates, relatives, and friends as possible at this reunion. A good time is planned for all.

The Kee Bird is always looking for new "old" history/information pertaining to the USS Edisto. Please send to Glenn Smith, P.O. Box 747, Mims, FL 32754, or send him an Email at gdsmith@cfl.rr.com

Please remember that the life-time membership dues are going for the "bargain" price of \$100.00. The value of the dollar keeps slipping, so grab this great buy now.

Regular membership dues are \$15.00 per year with a \$20.00 one time fee to join the Association.

Hope everyone is hale and hearty, and ready to enjoy the beautiful summertime coming up.

Your President,

Jerry Downs



www.ussedistoagb2.com

www.Windclass.org

Editor's Note:

This issue of Kee Bird is devoted to the letters and photos submitted by shipmates and other friends and to the upcoming October reunion in Rhode Island.

A Navy Veteran and friend of the Association, **Frank Jackson** sent us a copy of the *Navy to Coast Guard Transfer* and other material that will be added to our growing list of memorabilia.

Gene Fettinger sent us a copy of a *USCG Welcome Brochure* and he located more missing shipmates and among our "new found" are Plank Owners **Sidney Evans** and **Robert Spangler**.

Unfortunately I was unable to squeeze in this issue all the latest photos and material I've received because of the size and weight restrictions of our Bulk Mail Permit. Those photos and newspaper clippings that did not make this issue will be included in the next.. Additionally, this material - published or not - will be placed in a memory book and made available for everyone to view at the reunions.

So please keep sending your stories and photos to share with all of your shipmates... Glenn

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Ships Store has hats (\$25), Ship Photos (\$20) and license plates (\$20). Prices incl shipping

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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2009-2010
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Davy Jones Locker

Shipmates that have passed Over the Bar

Last_Name	First_Name	Rate	Onboard	Gone To Sea
Duffy	Thomas E.	PC3	62-63	01/29/2010
Jacobs	Roland E.	ETSN	51-52	02/04/2010
Lorenzi	Loris C.	SN	51	09/26/2010
Stoop	Richard	EMFA	52-54	01/13/2010
Detwiler	Earl F.	SA	48-49	02/07/2010
Smith	Charles R.	FN	59-62	04/15/2010



Obituary for Wanda Paulk

A past First Lady of the Association

(NORTH) Service Rescheduled to Tuesday Feb. 2, 2010 at 10:00AM at Vondel L. Smith & Son North Chapel-

PAULK, Wanda Odell, was born June 20, 1931 in Cloud Chief, OK to Ottie Abraham Ladd and Margaret Hill Ladd. Odell grew up there and came to Oklahoma City in 1949 to seek fame and fortune. Shortly after her arrival I spotted Odell and was dazzled by her smile. I pursued, wooed, enticed her to elope to Gainsville, TX and married her Jan. 21, 1950. Bundles from heaven arrived in '51, '52 and '53. Odell was a stay at home mother and homemaker until 1961 when she embarked on a career with Western Electric. There they took her first name from her birth certificate and she became Wanda L. Paulk. After the AT&T break up she went with Bell Communications Research until she retired in 1986. Odell was preceded in death by her parents, a daughter Virginia Lee Paulk and sister Rozelle Saylor. She is survived by her husband Virgil H Paulk; son Hardie and wife Marty Paulk, their son Tyler and daughter Shannon Paulk; daughter Etta and husband Michael Pennington, their son Todd and his wife Tammy Pennington, and their daughters Lacy and Allison; grandson Chad and his wife Amy Pennington and their sons Colton, Cale and Collier; a brother Ottie A. and wife Clara Ladd; sisters Estelle Finney and Zonell Papan; sisters Sue and husband Bob Walker, Jan and husband Larry Jordan; and many nieces and nephews. While on vacation Jan. 16th Odell suffered cardiac arrest, she was resuscitated but never regained consciousness she died Jan. 24 in Titusville, Florida. While there Hospice of St. Francis was very caring. In lieu of flowers we suggest Hospice of St. Francis 1250-B Grumman Place. Titusville, FL 32780. Services will be Tuesday Feb. 2 at 10:00AM at Vondel L. Smith & Son North.

Written by Virgil H. Paulk

EDISTO HISTORY

U. S. S. EDISTO (AGB-2)

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

The name EDISTO was found in the early history of our country being the name of an island lying at the mouth of the EDISTO RIVER, some twenty miles south of Charleston, South Carolina. The river and island gained their name from the EDISTO Indians who inhabited the surrounding area.

During her eighteen and a half years of naval service, the 6,000 ton icebreaker has plumbed the extremities of the earth's polar regions year after year. Home ported in Boston for her entire life, EDISTO has made the long 8,000 mile voyage to the Antarctic regions six times during which she carried out a number of unusual tasks including the establishment of PALMER STATION - the only United States Antarctic Station on Palmer Peninsula. During her southern cruise in early 1961, EDISTO encountered the worst weather of her long career when winds up to 90 knots buffeted the ship and icy spray formed 6 feet thick on her forecastle area adding over 600 tons to her topside weight.

EDISTO's northern trips were generally twofold in scope - escorting cargo ships to northern military bases and oceanographic research. The Greenland Arctic is EDISTO's favorite hunting grounds. Having made 24 trips into this frozen wasteland, during her 1964 deployment EDISTO reached her northernmost point at Latitude 81°-40' north - only 500 miles from the top of the world.

Throughout these years EDISTO has proven worthy of her sobriquet - "READY EDDY".

★ ★ ★

The EDISTO is the first of five Navy icebreakers to be turned over to the Coast Guard under a joint Navy-Treasury Department Agreement consummated earlier this year. The remaining four are scheduled for transfer in 1966: The STATEN ISLAND in February, the GLACIER in June, the ATKA in October, and the BURTON ISLAND in November.

In the past these vessels have worked side by side with similar vessels of the Coast Guard - the EASTWIND, the WESTWIND, and the NORTHWIND. Polar support and resupply missions in both the Arctic and Antarctic regions, as well as extensive hydrographic and other physical science surveys in remote areas have been conducted as joint Navy - Coast Guard operations. The fleet will continue to operate in this same manner in the future but all vessels will be manned by Coast Guard crews. The purpose of the transfer program is to consolidate polar icebreaking functions into a single agency and release Navy personnel for augmentation of combatant and fleet support type units.

All of the vessels to be transferred except GLACIER, are Wind Class icebreakers, sister ships of the three now operated by the Coast Guard. They are rugged and versatile vessels of 6500 tons displacement, 10,000 horsepower, diesel-electric drive, fitted with 1- $\frac{3}{8}$ " hull plating and specially designed for high endurance, heavy duty icebreaking. They have proven to be of singularly successful design. Each has contributed significantly to the success of important United States commitments in polar regions of the world during its twenty or more years of operation.

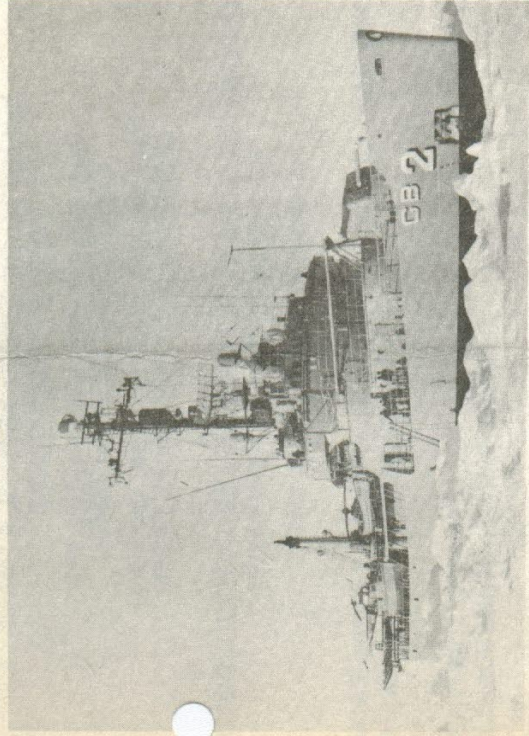
GLACIER, a newer and somewhat larger breaker of the same general design, joined the fleet in 1955. Used chiefly for Antarctic support missions, she has proven extremely capable in the most heavy duty icebreaking operations.

The Coast Guard welcomes these additional vessels to its own icebreaker fleet and pledges every effort to further extend its service motto, SEMPER PARATUS, in the far polar reaches of the world.

Transfer of USS Edisto (AGB-2)

from
United States Navy
to
United States Coast Guard

20 OCTOBER 1965



Received from Frank Jackson

EDISTO HISTORY

Back page of Transfer Program of USS Edisto to the US Coast Guard

- PROGRAM -

BAND SELECTIONS U. S. Coast Guard Band

INVOCATION Captain John M. Kleckner, CHC, USN
Chaplain, First Naval District

REMARKS Rear Admiral Henry A. Renken, USN
Commander, Services Forces Atlantic Fleet

REMARKS Rear Admiral William B. Sieglaff
Commandant, First Naval District

**DECOMMISSIONING OF USS EDISTO
AND RELINQUISHMENT OF COMMAND**
Commander John L. Wash, USN


**TRANSFER OF EDISTO FROM U. S. NAVY
TO U. S. COAST GUARD**
Rear Admiral William B. Sieglaff, USN
Commandant, First Naval District
Rear Admiral James A. Alger, Jr., USCG
Commander, First Coast Guard District

**COMMISSIONING OF U. S. COAST GUARD CUTTER EDISTO
AND ASSUMPTION OF COMMAND**
Captain William K. Earle, USCG


REMARKS Admiral Edwin J. Roland, USCG
Commandant, U. S. Coast Guard

REMARKS Honorable True Davis
Assistant Secretary of the Treasury


BENEDICTION Captain John M. Kleckner, CHC, USN




ADMIRAL EDWIN J. ROLAND
Commandant, United States Coast Guard




REAR ADMIRAL HENRY A. RENKEN
Commander, Service Forces, U. S. Atlantic Fleet




REAR ADMIRAL WILLIAM B. SIEGLAFF
Commandant, First Naval District



REAR ADMIRAL JAMES A. ALGER, JR.
Commander, First Coast Guard District



CAPTAIN WILLIAM K. EARLE, USCG
Commanding Officer, USCGC Edisto (WAGB-284)



REAR ADMIRAL JOHN L. WASH, USN
Commanding Officer, USS Edisto (AGB-2)

Received from Frank Jackson

EDISTO HISTORY



US Coast Guard WAGB 284 Brochure submitted by Eugene Fettingner, '60-62

EDISTO HISTORY

ABOUT THE EDISTO

The EDISTO is a uniquely designed heavy duty icebreaker of overall length 269 feet, beam 63 feet, displacement 6500 tons, full load draft 29 feet. Her propulsion plant is diesel electric, with six 10 cylinder Fairbanks-Morse engines driving six 1375 kw generators which furnish power to two low speed, direct drive 5000 horsepower DC main motors.

The outer plating of EDISTO's hull is extremely strong, being made of 1-5/8" high tensile steel. A double bottom is carried above the waterline, the two skins being approximately 15 inches apart. Framing is closely spaced and the entire hull girder is designed for great strength. The bow has the characteristic sloping forefoot of an icebreaker, enabling the ship to ride up on heavy ice and break it with the weight of the vessel. The stern is similarly shaped to facilitate breaking ice while backing down. The sides of the ship are rounded, with marked tumble home, to enable the ship to break free from ice by heeling from side to side. Such heeling is accomplished by shifting ballast rapidly from wing tanks on one side of the ship to the other. A total of 220 tons can be shifted in 1 1/2 minutes, inducing a list of 10°. Ballast also can be shifted rapidly between fore and aft tanks to change the trim of the ship. These features combine to make EDISTO an extremely powerful and versatile icebreaker, capable of penetrating heavy polar ice pack.

EDISTO is equipped with a deep sea anchor windlass in addition to conventional ground tackle. A heavy duty constant tension towing machine is installed. In heavy ice fields a vessel under tow may be hauled up into a padded notch in EDISTO's stern, making the tow and EDISTO one integral unit. This arrangement provides maximum protection and prevents the bow to stern collisions which might otherwise occur when EDISTO, towing in the normal manner, is suddenly stopped by heavy ice.

EDISTO is equipped with a helicopter flight deck and a retractable hangar. On polar deployments the ship carries two turbine powered helicopters. By flying ahead and pointing out leads and weak spots in the ice, the "choppers" add greatly to EDISTO's ability to break through. They are also very useful in transporting cargo and personnel between the ship and the remote outposts which it visits and resupplies.

EDISTO is equipped with laboratories and facilities for conducting oceanographic studies and making hydrographic surveys. Facilities for making upper altitude meteorological observations by radiosonde are also installed. The ship frequently serves as a platform from which diverse scientific studies are projected into remote polar regions.

In addition to being very strong, EDISTO has great endurance. The ship carries almost a million gallons of diesel fuel, plus sufficient food and stores to last for up to five months of independent operations.

A vast array of installed electronic equipment, including radar, radio telescope facsimile, loran, radio direction finder, sonic sounding machine, single side band radio telephone, portable walky-talkies, and even a HAM set adds to EDISTO's operational capability and keeps her in constant communication with the outside world in all areas of operation.

EDISTO carries a regular ship's complement of 15 officers and 189 men. On polar deployments a medical officer, four pilots, twelve aviation ratings, and assorted scientists and observers bring the total on board force to about 225. The ship's crew includes a group of trained SCUBA divers, capable of conducting underwater survey and demolition work in high latitudes.

EDISTO was the first of five icebreakers which was transferred from the U. S. Navy to the U. S. Coast Guard. She was decommissioned as a vessel of the Navy and delivered to the Coast Guard on 20 October 1965, in Boston, Massachusetts. Immediately thereafter she was recommissioned as a vessel of the U. S. Coast Guard. The remaining four Navy icebreakers—the STATEN ISLAND, GLACIER, SOUTHWIND, and BURTON ISLAND—were transferred in 1966. These vessels joined the Coast Guard's EASTWIND, WESTWIND, and NORTHWIND, consolidating all polar icebreaking functions in the U. S. Coast Guard.

Built by Western Pipe and Steel Company of San Pedro, EDISTO was originally commissioned as a U. S. Navy icebreaker on 20 March 1947. Like other Navy icebreakers, she was named for an island—Edisto Island, lying at the mouth of the Edisto River, some twenty miles south of Charleston, South Carolina. The river and the island gained their name from the Edisto Indians who inhabited the surrounding area.

During her eighteen and a half years of naval service, the 6,500 ton icebreaker has plumbbed the extremities of the earth's polar regions year after year. Homeported in Boston for her entire life, EDISTO has made the long 8,000 mile voyage to the Antarctic regions six times during which she carried out a number of unusual tasks including the establishment of PALMER STATION—the only United States Antarctic Station on Palmer Peninsula. During her southern cruise in early 1961, EDISTO encountered the worst weather of her long career when winds up to 90 knots buffeted the ship and icy spray formed 6 feet thick on her forecastle, adding over 600 tons to her topside weight.

Icebreaking operations on the northern Great Lakes are EDISTO's main winter operation. Transferred from Boston to Milwaukee, Wisconsin, in 1971, she helps keep shipping lanes open in the early winter and spring months. As part of the Department of Transportation's season extension plan, it is hoped that EDISTO may be able to eventually help establish year-round maritime traffic throughout the Lakes.

EDISTO's northern trips were generally twofold in scope—escorting cargo ships to northern military bases and oceanographic research. The Greenland Arctic is EDISTO's favorite hunting grounds. Having made 4 trips into this frozen wasteland, during her 1964 deployment EDISTO reached her northern-most point at Latitude 81°—40' north—only 500 miles from the top of the world.

In December 1971 EDISTO's home port was changed to Milwaukee, Wisconsin, to supplement Coast Guard icebreaking capability on the Great Lakes.

Following 1972's Arctic East deployment logistics requirement necessitated another change in EDISTO's home port, this time to Baltimore, Maryland, where EDISTO's home port remains.

US Coast Guard WAGB 284 Brochure submitted by Eugene Fettingner, '60-62



MAIL CALL

Subject: Re: USS Edisto 1957 Captain Robert Roy Sampson

Hi Gene and Glenn,

I have two identical discs ready to send to you two with the 66 pictures of the EDISTO-led DEW line mission to Foxe Bay in 1957 that my father had. They came out well other than two printed upside down. On the computer I could identify a couple of hull numbers. There may be more here than you want, but they should provide some entertainment at your next reunion. Edit and use as you see fit. I have no idea of the order taken so I put people first and ice and ships last. I missed on blowing up the rock and put the crater first (shame on me, I was EOD).

I'll copy an "attaboy" letter commending Sampson and Plummer for their help to the MISSION LOS ANGELES and make notes from the backs of those pics with the discs, as well as a few things I could determine. I found a few things about Project 572, but not much. I had left home (Army) before my dad made this voyage, so didn't hear a lot about it. I know he enjoyed it though; probably the first energizing thing since WWII.

I can mail this to the Edisto address Glenn cited at the end of his e-mail to me, or send them to your homes - your call. Let me know.

Had to laugh when I read your comment about Dad's cigars. Those Dutch Masters were potent. Dad wasn't MSTS, but commander of Landing Ship Flotilla Two at Little Creek near Norfolk when he was assigned duty to Project 572E. No other personal names on the pictures, but some pictures good enough that your '57 members might be able to recognize.

Bob

----- Original Message ----- From: Gene Fettinger

Subject: USS Edisto 1957 Captain Robert Sampson

Hello Bob; Happy you were able to find our web-site and also a part of your Dad Navy career. Although Glenn and myself weren't aboard at that time (we were both 1960-62 crew members). The photo's are great which help us to identify other crew members ...we can identify John Quattromani and Mike Musto two of the repair gang members. Wasn't aware of the tanker Mission Los Angeles mishaps? Might note after seeing the photo of your Dad with a cigar next to him there was a Lt. Donald Leach who was the Navigation Off. and told me he disliked the stogie's your Dad smoked in the wardroom:) Think he told me he was with the MSTS Command at that time? Vice Admiral John Mylin 'Dutch' Will was also a top CMDR of MSTS op's. Donald Leach passed on a couple years ago. If you can pass on any other names or info that you said was on the back of the other photo's it would be greatly appreciated and making a copy on disc for our reunions would be great.

Eugene Fettinger USN Retired Crescent City, Ca.

From: JimWil955@aol.com [mailto:JimWil955@aol.com]

Sent: Thursday, October 11, 2007 1:25 PM

Subject: Found: SN James A Wilson 1947-1949

Hi, my name is James A Wilson, Jr and my father was one of your missing shipmates. James A Wilson SN. My Dad passed away many years ago but I can recall many times his talking about his time aboard the Edisto. He was part of the commissioning crew and plank owner. I still have some of his photos (many of which are from their cruise to the South Pole) and Plank Owner Certificate as well as a couple of pages from what I believe was a Times Magazine article about the ship finding a cairn of Commander Perry's while in the Arctic. If it wasn't for his time aboard Edisto he wouldn't have met my mother and I wouldn't be writing this right now. They met while Dad was stationed in Boston and where married in June 1948 while he was between deployments. Dad ended up retiring from the Navy in 1960 after 20 yrs of service as a GM1. Any questions please feel free to e-mail me and I will do my best answer them. You have a great web site and an honor to those who served in a somewhat forgotten aspect of naval service. Keep up the good work!



MAIL CALL



Leaders of the DEWLINE supply mission. Left to Right are:

Lt Col Hartman, Maj. Gen. Houseman, Vice Adm. Will, CDR Plummer (Edisto Skipper) and Capt. Robert Roy Sampson



Repair Gang: John Quattromani and Mike Musto. Can anyone help identify these guys from '57?

Photos submitted by Robert Sampson, son of Capt Sampson



MAIL CALL

From: Eugene Mollica
Sent: Thursday, June 03, 2010 10:03 AM
To: Jon Newton, Glenn Smith
Subject: Fwd: VERY RARE U.S.S. EDISTO AGB-2 BRONZE SHIP PLAQUE 12 X 18

Hello Jon & Glenn -

Thought you guys would be interested in this item.

This plaque was made at the Boston Naval Shipyard in 1958. Frank Barnes had been a ships inspector at the yard before coming aboard Edisto He knew all the shop workers. I talked to him about a ships plaque and he discussed it with the guys in the foundry. He told me they would do it in exchange for some foul weather jackets. We chose the wording and the casting was made. Cumshaw was alive and well in the yard.

They also made an aluminum accommodation ladder made to fit the curve of the ships hull to replace the rope Jacob's ladder that was a problem. I think it all cost Edisto three foul weather jackets and ten pounds of coffee.

When the plaque was done, the yard birds came aboard and welded four mounting fittings in the passage way by the quarter deck area so that the plaque could be dismantled when at sea. The captain was pleased with both items and never asked how we got it done.

I wonder how the plaque wound up with this outfit?

Regards – Gene

The plaque reads...



USS EDISTO AGB-2
 EX AG-89
 ICEBREAKER
 FIRST SHIP OF THE FLEET TO BEAR THE NAME
 NAMED FOR ISLAND OFF COAST OF SOUTH
 CAROLINA
 BUILT BY WESTERN PIPE AND STEEL COMPANY
 SAN PEDRO, CALIFORNIA
 AUTHORIZED: 17 DEC 1943
 KEEL LAID: 16 MAY 1945
 LAUNCHED: 29 MAY 1946
 COMMISSIONED: 20 MAR 1947

We Need You!

Are you willing to serve in the Association as an officer or volunteer? If so, we need you. Election of officers is coming up in October and nominations are being solicited. If you wish to nominate another member or yourself, please call or email Glenn Smith. You need not be present at the meeting to become elected (*Just ask our Vice President Dave Collins*).





MAIL CALL



Evans-Rymanowski-Brewer



Plank Owner Sidney Evans

GLENN
 I DONT KNOW THE NAME
 OF LAND. WENT N. OF
 GREENLAND TURN LEFT,
 LOST SCREW. ANKER WOULD
 NOT HOLD. THEY SENT A
 BOAT ON SHOW. WE LEFT
 MEN ON BEACH. ICE BORG
 WERE GOING AND FOG,
 THE SHIP WENT ^{SOUTH} ~~COMER~~
 WATER. SENT HELICOPTER
 TO GET MEN. THEY FOUND
 2 LETTERS ^{UNDER} ~~UNDER~~ SOME
 ROCK. DONT KNOW NAME
 OF MEN.

Sid Evans
 6-7-10

EDISTO HAD A
~~SAR~~SEA PLANE. I RAN
 CHASE
~~CHASE~~ BOAT. PLANE
 WOULD NOT START. IT
 WAS DRIFTING TO ~~ISBA~~
 ICE BORG I HAD TO
 TOW IT BACK TO
 SHIP. I HAD A HARD
 TIME.

Sid Evans
 6-7-10



MAIL CALL

From LTJG Gordon Miller, '59

A lot of poems were written during that time. One was "*It is happy Haskell hour*" This was about the TF43 weather man, CDR Haskell. I was a member of TF43 staff but spent my time with CTG43.6 during DF III in the Weddell Sea and CTG 43.1 during DF IV, in the Ross Sea, etc. I was aboard *Edisto* among other icebreakers during that time. Any way here is the poem that was written during DF IV about the brave men who served in Christchurch. I started out in Christchurch starting DF IV, but flew to NAF McMurdo to relieve the Comm Officer, before the next wintering over party arrived. Then I joined to CTG 43.6. at McMurdo. I really enjoyed this poem, author unknown, as I was in the Antarctic about 6 months during DF IV..

Gordon

ITS HAPPY HASKELL HOUR

ITS HAPPY HASKELL HOUR
ITS HAPPY HASKELL HOUR
FLAG QUARTERS IS THE PUB
FOR THE OLD EXPLORERS CLUB

THOSE FROM CHRISTCHURCH THAT WE'VE MET
ARE MEMBERS OF THE COCKTAIL SET
ALTHOUGH THEY SAY THAT ITS A FACT
THEY HAVE A CHAIR STRAPPED ON THEIR BACK

NOW WHEN IN CHRISTCHURCH SO THEY SAY
ITS HARD TO LIVE ON EXTRA PAY
ELEVEN DOLLARS NOT ENOUGH
TO RENT A FLAT AND GET THE STUFF

NOW THEN THEY COME DOWN TO SEE THE ICE
TO LEAD AN OLD EXPLORERS LIFE
UP TO BEARDMORE TO THE POLE
AND BACK TO OLD MUDHOLE

THEN TO SCOTTS HUT THEY MUST ROAM
JUST TO SHOOT SOME KODACHROME
OBSERVATIONS HILL THEY'LL CLIMB
IF THEY DON'T MISS COCKTAIL TIME

BACK TO CHRISTCHURCH THEY MUST GO
GLAD TO LEAVE THE ICE AND SHOW
DID THEY LIKE IT NOT AT ALL
BUT THEY MADE THEIR DUTY CALL

WHEN BACK IN CHRISTCHURCH ITS A BET
THEY'LL LECTURE TO THE COCKTAIL SET
EXPERTS ALL OR SO THE SAY
AND IT TOOK JUST ONE SHORTRDAY

NOW ITS PLAIN TO ALL OF US
WHY THOSE IN CHRISTCHURCH ARE A MUST
WE NEED SOMEONE TO GIVE ADVICE
TO THE EXPERTS ON THE ICE

WERE NOT ASKING AS YOU SEE
FOR FAIRTRANS TO OLD CHE CHE
WE MISS THE GIRLS FOR THATS A FACT
BUT THOSE DAM CHAIRS WON'T FIT OUR BACK

The VETERAN

It is the
VETERAN,
not the preacher,
who has given us freedom of religion.

It is
the VETERAN,
not the reporter,
who has given us freedom of the press.

It is
the VETERAN,
not the poet,
who has given us freedom of speech.

It is
the VETERAN,
not the campus organizer,
who has given us freedom to assemble.

It is
the VETERAN,
not the lawyer,
who has given us the right to a fair trial.

It is
the VETERAN,
not the politician,
Who has given us the right to vote

It is the
VETERAN who
salutes the Flag,

It is the
VETERAN
who serves
under the Flag.



MAIL CALL

Ed and Bentha Johnson, '63-65



Glenn,
Thought you might enjoy enclosed photos of our recently rebuilt mower (AGB-2). See you at the reunion!

Bentha is training for OOD underway →

Ed.

Bentha at the Helm



MAIL CALL



Seagrams Gin with a touch of Lime, Ice Cubes, 80 degrees, gentle breeze, hearing the birds chirp, enjoying the sun, watching the Drake Elm bud out.... what else could you ask for...eat your heart out up north.. Please do not use image... my gift to you....in jest only..

Ed Schardein



Some of the Edisto crew in 1957..from left to right

That's me in front with some "kool aide", the two behind me I can't place by name. Next is James McFarland, Unknown, Sam Manoian, Dale Jensen and Duane Kuhn.

I'm trying to find out who they are and exactly where the picture was taken...all I know is that it was in '57. If anyone can help I'd appreciate it.. Ed Schardein



MAIL CALL

Let There Be No Moaning at the Bar

Old sailors sit
 And chew the fat
 About things that used to be,
 Of the things they've seen'
 The places they've been,
 When they ventured out to sea.

They remembered friends
 From long ago,
 The times they had back then,
 The money they spent,
 The beer they drank,
 In their days as sailing men.

Their lives are lived
 In the days gone by
 With the thoughts that forever last.
 Of the bell bottom blues,
 Round white hats,
 And good times in their past.

They recall long nights
 With the moon so bright
 Far out into the lonely sea.
 The thoughts they had
 As youthful lads,
 When their lives were wild and free.

They know so well
 How their hearts would swell
 When the flag fluttered proud and free.
 The underway pennant
 Such a beautiful sight
 As they plowed through an angry sea.

They talked of the scan
 Ol' cookie would make
 And the shrill of the bos'n pipe.
 How salt spray would fall
 Like sparks from hell
 When a storm struck in the night.
 They remember old shipmates
 Already gone
 Who forever hold a spot in their heart,

When sailors were bold,
 And friendships would hold,
 Until death ripped them apart.

They speak of nights
 Spent in bawdy houses
 On many foreign shore,
 Of the beer they'd down
 As gathering around,
 Telling jokes with a busty whore.

Their sailing days
 Are gone away,
 Never again will they cross the brow.
 They have no regrets,
 They know they are blessed,
 For honoring the sacred vow.

Their numbers grow less
 With each passing day
 As the final muster begins,
 There's nothing to lose,
 All have paid their dues,
 And they'll sail with shipmates again.

I've heard them say
 Before getting underway
 That there's still some sailing to do,
 They'll say with a grin
 that their ship has come in,
 And the Good Lord is commanding the crew.

Author unknown

Muster			
Total Roster:	<u>3401</u>	Total Members:	<u>353</u>
Living:	1051	Active Members:	322
Deceased:	1167	Deceased Members:	26
AWOL:	1183	Inactive Members:	5



MAIL CALL

From: Richard Dykas
Sent: Wednesday, March 10, 2010 9:48 AM
To: Glenn Smith
Subject: Old news clips

Hi Glenn,
 I received my copy of the Kee Bird this past weekend, and as luck would have it ,my daughter was helping my aunt with some house cleaning and ran across these news clips in an old recipe book. Since you had some in clips in the Kee Bird I thought you might get a kick out of mine. Rich Dykas

Three Local Sailors Serve on Icebreaker



RICHARD DYKAS



RAYMOND JONES



OLIVER MANSPEAKER

Three Trenton men are serving aboard the icebreaker, USS Edisto, carrying out Operation Deepfreeze IV activities in the Palmer Peninsula area of Antarctica. The Edisto is helping the British resupply ship John Biscoe complete her job of replenishing British bases.

Serving aboard the American icebreaker are Seaman Richard F. Dykas, son of Mr. and Mrs. Frank J. Dykas of 53 Heil Ave.; Fireman Raymond Jones, son of Mr. and Mrs. Louis E. Jones of 712 Lalor St., and Seaman Oliver W. Manspeaer, son of Mr. and Mrs. Kenneth W. Manspeaer of 52 Fifth Ave., Whitehead Manor.

The Edisto began its long cruise in early December when she left Norfolk, Va., and set a Deep Freeze record by sailing non-stop to Ellsworth Station, Weddell Sea Antarctica . . . a distance of 9,300 miles.

The ship became beset in heavy pack ice of the Weddell Sea, just 500 miles short of her destination, but broke free in time to carry out her mission of transferring custody of Ellsworth Station to the government of Argentina, before another winter set in.

While at the station, the Edisto also supported final International Geophysical Year summer activities, off-loaded

70 tons of cargo, and evacuated United States Naval and scientific personnel who have spent the past year in the Antarctic as observers in the IGY program.

The Edisto had nearly 60 days at sea by the time the Ellsworth Station project was completed and was en route to visiting her first port, Buenos Aires, Argentina, when the icebreaker was ordered to help another United States ship injured by heavy ice. Racing through the worst storm in her entire Antarctica operation, the Edisto arrived in the vicinity of Bried Bay where the icebreaker USS Glacier awaited her assistance.

Circa Spring 1959



MAIL CALL

Editors Note: The following emails from Paul Martin illustrate one of the purposes of this organization which is to connect with other shipmates and the relatives of those gone on before us. I have since heard from Miichael Martin, another son of CDR Martin. Michael is hoping to attend our reunion in Warwick.

From: Paul J. Martin (son of CDR Martin, Skipper 59-60)
Sent: Sunday, May 30, 2010 8:42 PM
Subject: Commander Robert Anthony Martin and the USS Edisto AGB-2

Commander Robert Anthony Martin and the USS Edisto AGB-2

To start this story, we are staying for a week close to Mackinaw City, Michigan in a campground on Lake Huron. The city of Mackinaw City hosts the *Icebreaker Mackinaw Maritime Museum* with the retired U.S. Coast Guard icebreaker *Mackinaw*.

When I looked closely at the icebreaker *Mackinaw* I became interested in figuring out whether it was a sister ship to the *USS Edisto*, an icebreaker transferred from the US Navy to the U.S. Coast Guard in 1965 but captained during 1959 – 1960 by my father. At first glance, it did not appear to me to be a sister ship – because it was missing a 3” naval gun – but then I thought that perhaps it had simply been removed by the Coast Guard from the *Mackinaw*. On the other hand, I was about ten years old the last time I had seen it and many things can happen to memories in fifty years.

When I researched the subject several days ago, three things happened. One was that it was easy to determine that the *Mackinaw* was NOT a sister ship to the *USS Edisto*. The second was that the *Edisto*, one of four Wind Class ships (www.windclass.org), was actually armed with a 5” gun and not a 3” gun. So much for childhood memories!

The third was that I ended up on a website devoted to the *USS Edisto* <http://www.ussedistoagb2.com>. There I discovered that my father was listed as “missing” on the crew roster of the ship. “Missing” means that nobody knows where he is and not that he is listed as a casualty of “Missing In Action” or MIA. BTW, when the *Edisto* was launched in May 1946 she was one of the world’s most powerful icebreakers.

So on Friday, May 28, 2010 I sent the following email message to the site webmaster, a Glenn Smith:

Glenn, can you tell me how the roster for the USS Edisto can be updated?

I can report that my father - Martin, Robert Anthony, CDR, 59-60, died in August 1980 while living at Morrisville, Pennsylvania. He is listed as missing on the roster.

After he retired from the US Navy as a Commander, he worked until his death as an Assistant Professor of Mathematics at Rider College (now University).

Any questions, please let me know.

Thanks and best wishes, Paul D. Martin, LTC, US ARMY (Retired)

Things happened quickly after that. Glenn Smith wrote back this Saturday morning:

*From: ussedisto@cfl.rr.com To: Pjm1096@aol.com CC: genefett@charter.net
Sent: 5/29/2010 7:26:25 A.M. Eastern Daylight Time
Subject: Roster Update*

Thank you Paul for letting me know. Albeit belated, please accept our condolences. Unfortunately our era has come and is now almost went.

This being Memorial Day Weekend, it is an especially good time to say THANK YOU for your service! So on behalf of all CDR Martin’s shipmates and the USS Edisto Association, we thank you.

Just so happens that he was skipper when I went onboard in early ’60 and I made a northern cruise under him. He was relieved by CDR Fold and a few short days later, Fold was relieved by CDR Evans while we were in Panama. Evans took us south and was skipper during the terrible storm in which we about lost ship and crew.

Continued on page 6



MAIL CALL

Continued from page 5 . . .

I'm sure you have a pretty large file on your dad whereas ours is slim but If there is anything that we can provide you, please let us know. I'm also obligated to extend to you an invitation to join us in Oct for our reunion in Warwick, RI. All surviving spouse and children are eligible to participate and/or join our association; however it isn't necessary to join in order to receive further correspondence from me. We respect your privacy.

Again, thank you for the information and thank you for your service.

Glenn Smith

Then I received this message from Alex Morris:

*From: cfmorris@comcast.net To: Pjm1096@aol.com
CC: USSEdisto@bellsouth.net, ussedisto@cfl.rr.com, rweb0929@aol.com, harpoon1@bellsouth.net,
harpoon@netpath.net
Sent: 5/29/2010 1:26:31 P.M. Eastern Daylight Time
Subject: CDR Robert Anthony Martin 59-60 - Deceased*

Paul, I am sorry to have learned Cdr. Martin had passed away in 1980. I was Cdr. Martin's shipmate and chief engineer during his last cruise north, in 1960. The Navy broke a strike to get Edisto out of the Bethlehem Steel Shipyard dry dock over in Maverick Square in North Boston, near Logan Airport. Because of the strike, we only had about 4 hours to test Edisto's plant, and then it was "off to the Arctic." Fortunately, everything worked.

Cdr. Martin was a fine ship handler. I also recall his remaining calm when, after a ship's party near Thule, Greenland, a helicopter had to rescue a lost sailor stuck up on a mountain cliff edge. Strong winds made it very dangerous for the helo. An accident would likely have cost lives and ruined his career if the rescue had not ended successfully.

We last met in mid-1961, after I returned from the next cruise, south. We talked about our experiences office in one of the "Temporary WWI" building son the Dc Mall, about where the Vietnam Memorial now stands.

All the best, Alex Morris, Sarasota

And I also received this on Saturday from Jim Nelson:

*From: Jim Nelson <jim.nelson04@earthlink.net> To: Glenn Smith <ussedisto@cfl.rr.com>
Sent: 05/29/2010 5:52 PM
Subject: CDR Robert Anthony Martin '59-60 – Deceased*

Glenn, I too mourn the loss of our skipper. He waste best seaman I have ever seen. I probably had more contact with him because of my daily weather briefings and I found him to be a mild mannered & intelligent man also. Jim Nelson

And this message also from Jim Nelson on Sunday:

In a message dated 5/30/2010 2:43:42 P.M. Eastern Daylight Time, he also wrote:

Paul, I would be honored to have you share my sentiments with the Martin family. He saved our lives in that horrendous storm we went through. I will remember him fondly to my dying day. Jim

The crew roster has been updated. Finally, the USS Edisto was decommissioned in 1974 and broken up for scrap in 1977. I am writing to hope that all of us may find this narration both heart warming and a tribute to my father.

Best wishes to all.

Paul D. Martin, LTC, US ARMY (Retired)



Straight Skinny

77 LIFE MEMBERS AS OF 7/10/10

Last_Name	First_Name	Rate	Onbrd				
Abdoney	Michael O.	LT	57-58	Meyer	Rudolf K.	RM3	64-65
Andrews	Bruce J.	EN2	48-52	Newton	Jon V.	YN3	58-59
Annabel	Charles A.	GMG1	61-64	Orr	Donald G.	YNSN	49
Asuncion	Jaime D.	TN	63-64	Patarini	Valentino M.	BMG3	54-56
Bauman	Roger A.	SA	62-64	Paulk	Virgil H.	S4	47-48
Belcher	James L.	EN2	63-64	Paxson	Richard J.	SN	55-56
Brissette	Frederick J.	GM3	61	Petrie	Adelore F.	ET2	47-48
Clar	Steven S.	EM3	50-54	Repack	Richard Frank	SN	62-65
Collins	David S.	LTJG	64-65	Repic	John G.	MRFN	60-62
Collins	Richard W.	FA	51-54	Ripley	Marcus J.	FN	63
Conaway	Preston R.	EM3	58-61	Rodriquez	Dana O.	EM2	56-60
Curry	Lawrence D.	EN2	51-55	Ross	Robert E.	AG3	54-55
Davis	William L.	SA	49-52	Saldana	Gilbert	SN	58-59
Deegan	Martin J.	SN	61	Schroder	Austin R.	LCDR	62-65
Donnelly	Frank P.	ENS	62-64	Schuele	Howard L.	LT	65
Downs	Gerald L.	CS3	60-62	Shapira	Edward A.	SA	61
Duignan	John J.	PN3	61-63	Siebert	Thomas J.	FN	48-49
Dykas	Richard F.	SN	58-60	Smith	Glenn D.	ET2	60-62
Fercho	Duane J.	FA	64-65	Smith	Lyman	ENS	62-64
Forant	Edward	E4	64-65	Soucey	Roger A.	ENFN	48-54
Ford	John G.	RD3	53-54	Spangler	Robert J.	Y3	47-48
Frary	Kenneth W.	EN2	63-65	Strayton	George	BT3	62-64
Gallant	William F.	SN	60-62	Toner	Omar J.	RM2	56-60
Granakis	George F.	SN	61	Travis	William E.	FN	47-49
Green	Duane L.	Marine Cpl	47-48	Trifilo	Cleveland J.	EM2	52-54
Grubbs	Paul E.	SN	55-57	Uythoven	Frederick J.	ICFN	61
Hardy	Edward C.	EN1	60-65	Wales	Frederick P.	ENS	64-65
Heidel	Warren A.	E3	62-64	Weber	Robert A.	RD3	62-64
Heintz	John H.		58-60	Wilson	Robert M.	EMC	64-65
Henderson	Kenneth R.	QM3	47-52				
Hockenbrock	John	PN	65				
Homicz	Henry A.	SA	61				
Howes	Wilbur L.	FN2	49-52				
Hoyt	Charles W.	FA	63-65				
Isachsen	Eric	BM3	64-65				
Jensen	James M.	SA	60-62				
Johnson	Cydney A.	ET2	55-57				
Johnson	Edward P.	ENS	63-65				
Kaliher	Ron	FN	61				
Kettlehut	Karl T.	LTJG	53				
Koenig	J. Weldon	RADM	58-60				
Lewis	John W.	SN	61				
Mallet	Ronald J.	BM3	58-64				
Mallory	Herbert A.	AD3	51				
Marx	Thomas W.	EN3	56-61				
Mathieson	Clayton E.	BT2	56-59				
McCulloch	Frank A.	AN	55-56				
McMickle	Neil	EN2	61-62				



- Annual dues are \$15
- January 1st to December 31st each year

\$100 for Life Membership

Mail check or money order to:
James M. Jensen
N 4792 Homestead Rd
Hawkins, WI 54530

If in doubt on status, call or email Jim at
715-585-2399 or lakeflyjim@centurylink.net



Straight Skinny

The following is from an Army Aviator who takes another trip down memory lane:

It was just before Thanksgiving '67 and we were ferrying dead and wounded from a large GRF west of Pleiku. We had run out of body bags by noon, so the Hook (*CH-47 CHINOOK*) was pretty rough in the back. All of a sudden, we heard a 'take-charge' woman's voice in the rear.

There was the singer and actress, **Martha Raye**, with a SF (Special Forces) beret and jungle fatigues, with subdued markings, helping the wounded into the Chinook, and carrying the dead aboard. 'Maggie' had been visiting her SF 'heroes' out 'west'.



We took off, short of fuel, and headed to the USAF hospital pad at Pleiku. As we all started unloading our sad pax's, a 'Smart-Ass' USAF Captain said to Martha... Ms Ray, with all these dead and wounded to process, there would not be time for your show!

To all of our surprise, she pulled on her right collar and said....Captain, see this eagle? I am a full 'Bird' in the US Army Reserve, and on this is a 'Caduse' which means I am a Nurse, with a surgical specialty....now, take me to your wounded. He said, yes mam'.... Follow me.

Several times at the Army Field Hospital in Pleiku, she would 'cover' a surgical shift, giving a nurse a well-deserved break.

Martha is the only woman buried in the SF (Special Forces) cemetery at Ft. Bragg.

DD FORM 214 -- SOCIAL SECURITY BENEFIT

Please share this with anyone who's had active duty service between January 1957 to December 31, 2001 and planning for retirement. In a nutshell it boils down to this:

You qualify for a higher social security payment because of your Military service, for active duty any time from 1957 through 2001 (the program was done away with 1 January 2002). Up to \$1200 per year of earnings credit credited at time of application - which can make a substantial difference in social security monthly payments upon your retirement. You

must bring your DD-214 to the Social Security Office and you must ask for this benefit to receive it!

Soc Sec website: <http://www.ssa.gov/retire2/military.htm>

This is something to put in your files for when you apply for Social Security down the road.. It is NOT just for retirees, BUT anyone who has served on active duty between January 1957 to December 31, 2001.

FYI - this benefit is not automatic, you must ask for it! We've all been on active duty between 1957 and 2001 or know someone who has.

PS

I personally checked with SS to make sure that I received credit for military service. I am. However the person I spoke to suggested that if in doubt, one should check with their local SS office to insure they are receiving credit for those years.

Glenn

REUNION FINAL CALL



Crowne Plaza Hotel at the Crossings

Our 5th reunion of the USS Edisto will be held October 17-20, 2010 in Providence-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 using 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.**

Parking: **Free parking** with ample parking spaces. RV parking is available in special parking area.

General Description

The Crowne Plaza Hotel at the Crossings is located minutes south of downtown Providence and 2 miles from Providence T.F. Green Airport. We are located in a suburban setting on 88 acres of land. We are centrally located to all destinations in southern New England. The hotel offers 266 oversized deluxe guestrooms with over 34,000 square feet of meeting space

Accommodations & Guest Amenities

- Guaranteed Wake-Up Call
- Quiet Zones
- Sleep CD and Relaxation Tips
- Sleep Amenities such as... Eye Mask, Drape Clip, Earplugs, etc.
- Free parking
- Room for unoccupied RV parking in designated area
- Marble baths with two sink vanity
- Coffee maker
- Hairdryer
- Complimentary high speed access
- 25-inch televisions
- Cable / Satellite TV
- In-room movies - Pay Per View
- PlayStation
- Free morning USA Today newspaper delivered to room

REUNION FINAL CALL

Day One: Tour Battleship Cove

USS Massachusetts was built in Quincy, Massachusetts at the Fore River Shipyard of the Bethlehem



Steel Corporation. The ship was launched on September 23, 1941 and holds the record as the heaviest ship ever launched in Quincy. "Big Mamie", as her crew knew her, was delivered to the Boston Navy Yard in April 1942 and commissioned the following month.

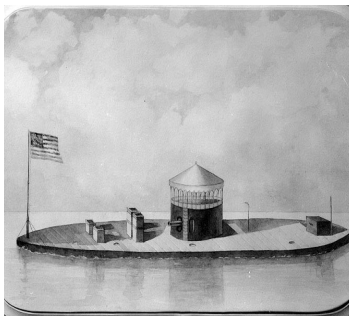
Day Two: Trolley tour of Boston and a visit to Charlestown Navy Yard and USS Monitor



Lunch at Ye Olde Quincy Market



USS *Monitor*, a 987-ton armored turret gunboat, was built at New York to the design of [John Ericsson](#). She was the first of what became a large number of "monitors" in the United States and other navies. Commissioned on 25 Feb 1862, she soon was underway for Hampton Roads, Virginia. *Monitor* arrived there on 9 March, and



was immediately sent into action against the Confederate ironclad [Virginia](#), which had [sunk two U.S. Navy ships the previous day](#). The [resulting battle](#), the first between iron-armored warships, was a tactical draw. However, *Monitor* prevented the *Virginia* from gaining control of Hampton Roads and thus preserved the Federal blockade of the Norfolk area.

Rhode Island Reunion Attendees

These shipmates have made room reservations at the Crowne Plaza Hotel as of June 25, 2010.

Last_Name	First_Name	Rate	Onboard
Adam	Jerome	YN2	54-56
Andrews	Bruce J.	EN2	48-52
Breslin	Peter M.	ICC(SW)	59-61
Collins	David S.	LTJG	64-65
Donnelly	Frank P.	ENS	62-64
Downs	Gerald L.	CS3	60-62
Duignan	John J.	PN3	61-63
Dykas	Richard F.	SN	58-60
Evans	Sidney	S1	47-48
Fannin	Eugene B.	EM-F7	48-52
Gallant	William F.	SN	60-62
Giebner	Donald E.	SN	62-64
Green	Duane L.	Marine Cpl	47-48
Heidel	Warren A.	E3	62-64
Howes	Wilbur L.	FN2	49-52
Hoyt	Charles W.	FA	63-65
Isachsen	Eric	BM3	64-65
Jensen	James M.	SA	60-62
Johnson	Edward P.	ENS	63-65
Kinney	Patrick B.	SA	60
Koenig	J. Weldon	RADM	58-60
Laviana	Gary W.	EMFN	62-65
Maisano	Frank	AT2	55-56
Mallet	Ronald J.	BM3	58-64
Marx	Thomas W.	EN3	56-61
Mathieson	Clayton E.	BT2	56-59
Meyer	Rudolf K.	RM3	64-65
Mollica	Eugene T.	LTJG	58-59
Morris	Alexander R.	LTJG	59-61
Neilsen	Kenneth	SN	63-65
Patarini	Valentino M.	BMG3	54-56
Paulk	Virgil H.	S4	47-48
Ross	Robert E.	AG3	54-55
Smith	Glenn D.	ET2	60-62
Soucey	Roger A.	ENFN	48-54
Strayton	George	BT3	62-64
Ward	James A.	SN	64-65
Weber	Robert A.	RD3	62-64
Werner	Alexander	AV1	47-48
Woodard	Donald E.	EM3	57-60

REUNION FINAL CALL

Sunday, Oct. 17th 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
-

Monday, Oct. 18th Tour Battleship Cove & City of Providence

- 7:00 am Breakfast in the Atrium
8:45 am Load buses
9:00 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 en route 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.
-

Tuesday, Oct. 19th Tour Historic Boston & Charlestown Naval Yard

- 7:00 am Breakfast in the Atrium
8:45 am Load Buses
9:00 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
6:30 pm Buffet dinner to ticket purchasers: *Sole Almondine, Chicken Marsala & Penne Pasta with Marinara Sauce. Chef's selection of veggies & dessert, rolls and butter, coffee, tea and decaf.*
8-11pm Social Gathering in the Atrium Meeting Room
-

Wednesday, Oct 20th Business Meeting and Farewell Banquet

- 7:00 am Breakfast in the Atrium
9:00-11 am Business meeting in the Atrium
6:30 -8 pm Farewell Banquet
Plated dinner for ticket purchasers. **Choose and Entree.**
1). *Roast Prime Rib of Beef Au Jus, Horseradish Cream Sauce,*
2). *Sautéed Chicken Breast Saltimbocca, Prosciutto Cheese with Marsala Mushroom Sauce*
8:-10 pm Entertainment
-

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 _____ Roast Prime Rib _____ Chicken Breast Saltimbocca _____	Total \$ _____ (Plated Dinner)
Thursday, Oct 21st	11:00 AM Check Out	Personal Check Number _____	Check Total \$ _____

If necessary, room reservations may be canceled 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 gdsmith@cfl.rr.com

Please note that after paying for tours and meals, we cannot offer a refund