

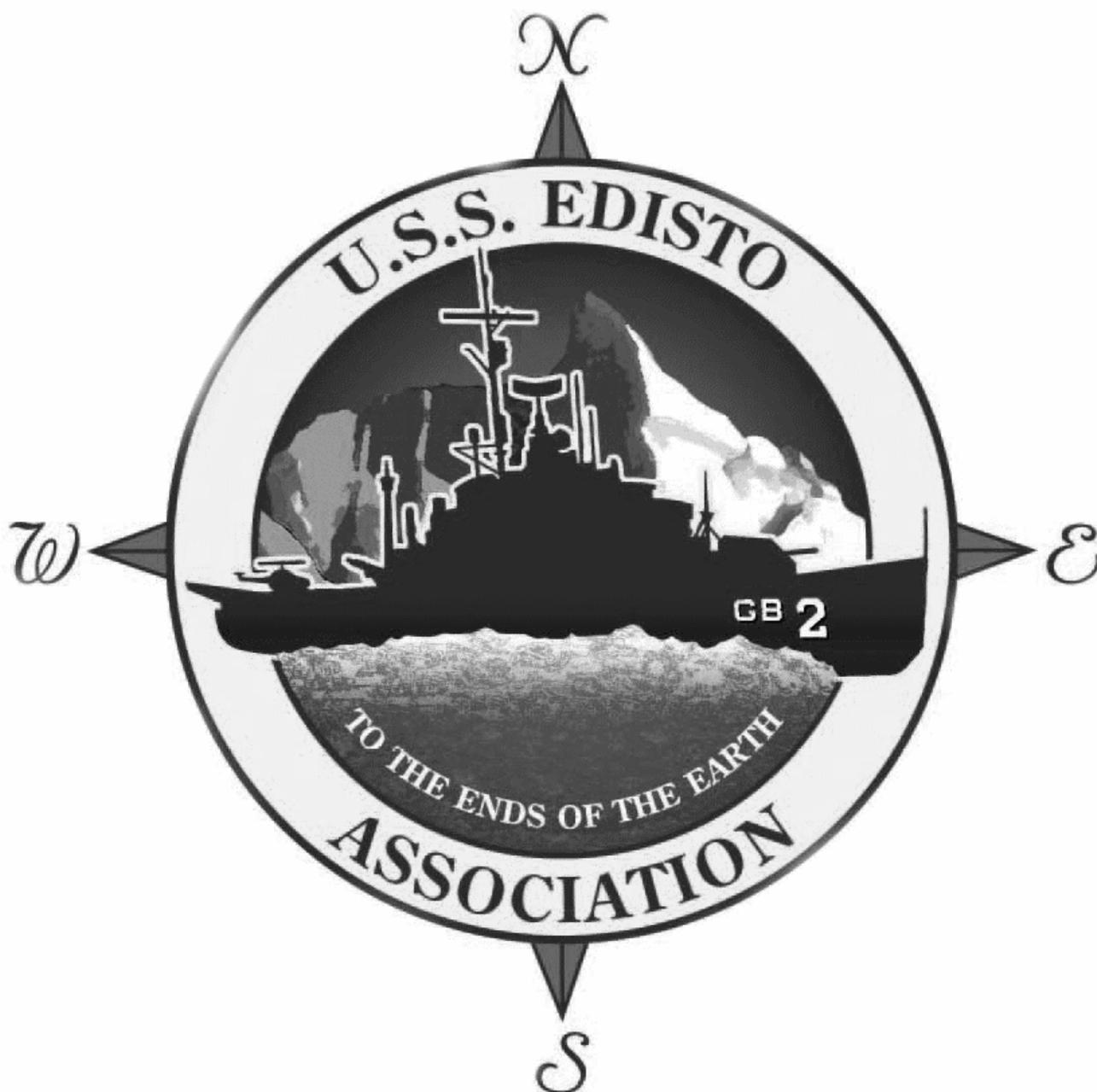
Kee Bird



**USS/USCG EDISTO AG89/AGB2/WAGB284
Newsletter**

Volume 5, Issue 2

Summer 2011



From the Helm

Jerry Downs, President



Greetings Shipmates & Friends,

In this good old hot summertime, we wish all of you fun in the shade with a cold one. High temps bring on the tastes of summer that we all enjoy sweet corn, tomatoes, peaches, berries, etc Savor it all.

Our 6th reunion will be in the spring of 2012 in Indialantic Beach, Florida. This is located just due east of Melbourne. Hope that you are planning to be there. We anticipate visiting with old shipmates and friends, and meeting new ones.

The Florida reunion business meeting will have elections for officers. Those interested in running for office may give their name. Or you can nominate someone (with their permission). Your input will be welcomed.

Please share your favorite memories, photos etc. with our editor of the Kee Bird, Glenn Smith. We all enjoy reading the "news" in the Kee Bird.

Looking forward to the Florida 2012 reunion.

May all of you have smooth sailing.

The Cover



Our Association Logo was chosen as the cover for this issue. I'm sure we all agree that this was an excellent design by shipmate Eugene Mollica, '58-59 & son Eugene and shipmate Jon Newton, '58-59.

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4-Northern Wyoming Daily News, Worland, Wyo., Friday, April 2,

Opinions

Readers' Views

Objection from a former sailor

To the Editor:

I object and take exception to everyone saying that Obama and Congress are spending money like a drunken sailor. As a former drunken sailor, I quit when I ran out of money.

Bruce L. Hargraves
USN Retired
Worland

Editor's Note

Printing of the Kee Bird in Black and White is an attempt to reduce the cost of printing.

USS Edisto Newsletter

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.



Editor/ Publisher/Printer

Glenn Smith

—
2010-2011

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Shipmates that have passed over the Bar 2011

Last_Name	First_	Rate	Onboard	Gone To Sea
Ames	John E.	SK	53-55	02/21/2011
Bloesing	Lewis F.	EN1	62-64	06/19/2011
DePaoli	James J.	EN2	51-54	05/27/2011
Hollingdale	Philip L.	DKSN	54	01/31/2011
Landfried	Donald P.	ENS	54-57	04/08/2011
Manspeaker	Oliver W.	SN	58	01/18/2011
Reidy	James J.	SN	61	01/29/2011

Ed Hardy informed us that Lewis Bloesing died on Fathers Day of a heart attack.

Lewis Frederick Bloesing, '62-64



- **BORN: August 24, 1942**
- **DIED: June 19, 2011**
- **RESIDENCE: Surry, VA**

Lewis "Chief" Bloesing, of Williamsburg and Surry, died on June 19, 2011.

He was born on August 24, 1942 to Arthur and Betty Bloesing and grew up in Michigan. He retired from a career in the U.S. Navy, served during the Vietnam era. During his time in the Navy, he served on many ships, including icebreakers, traveling to the North and South Poles. He also worked in the tugboat industry as an engineer for many years, and retired from the Jamestown-Scotland Ferry as a Chief Engineer after almost 20 years of service.

Better known as "Crazy Lewie" by his friends and family, he always made people laugh, and always had excitement around him. He enjoyed snowboarding and wakeboarding, as well as working on cars or anything with an engine. Recently, after retiring, he also enjoyed a hobby of model trains.

He is survived by his daughter, Nora Dahlberg (Jeff); sweetie, Nancy Aschiero; daughters, Julia Bloesing, Lisa Bloesing; two step-daughters, Meladee and Renee; six grandchildren, and many dear friends. He was predeceased by his parents, and wife, Rosemary Bloesing.

History Book Update — Last Call

You have no doubt been wondering what's up with the USS Edisto consolidated history book since it was last talked about two reunions ago. Our historian/journalist, Jon Newton, reports he has been pursuing the task but has been frustrated by a lack of photographic material needed to design and produce the high-production-value book he envisions and everyone expects. Newton reports he his approaching the go/no go point in this regard.

It came as somewhat of a surprise to Newton that photo subjects would be the sticking point of this project and will probably come as a surprise to you, too. We all remember taking lots of pictures on our respective cruises and we all remember having journalists and photographer's mates aboard who documented the journey. And then there are all those official and unofficial sources that exist in on the Internet, right?

Unfortunately, nearly all of the photos sent in by members, while interesting, have been of the snap-shot variety and not useable for this purpose. In other cases, digital images have been sent in but the vast majority were scanned at too low a resolution for print reproduction and the request for the originals has produced little. Official sources have been interrogated but the material so far has not been abundant and is hard to ferret out. The Internet has been encouraging at times but, by nature, the images are monitor resolution and tracking down the originals for rescanning has been difficult bordering on impossible.

Still, Newton feels there must be some good material out there among our members that we are not seeing. Additionally, some who sent in photocopies have promised to send originals but have either forgotten or lost interest. It is not too late to fix this but it is getting close. If you said you were going to follow up with original material please accept this reminder to do so. Otherwise, take another look in your scrapbooks, basements, and attics for anything you may have missed.

If you are reluctant to part with originals send them to Newton via some trackable means (UPS or FedEx) and give Newton a heads up they are coming. For his part he promises to take good care of your stuff and get it back to you safely. Please do not digitally scan the material and send the images unless you can do it in high resolution (300 ppi for a 5-inch wide subject). If you are in doubt call Newton. Tips on material from other sources are also very much welcomed. And don't forget sea stories and details on events that maybe didn't make it into your cruise book.

Here is the contact information once again:

Jon Newton
USS Edisto Association Historian
946 Mill Road
Bryn Mawr, PA 19101

Email: jonvnewton@gmail.com
Ph: 610-527-0177

The plan was to have the history book completed by now. The new plan is to have it in time for the next reunion (Florida April 2012), but only if it can be a first rate piece.

Icebreaker News

Russian Icebreaker Yamal (From Wikipedia, the free encyclopedia)



Yamal on a 1994 joint expedition with the NSF

Name:	Yamal
Namesake:	Yamal Peninsula
Laid Down:	1986
Launched:	October 1992

General Characteristics

Class:	Arktika-class icebreaker
Displacement:	23,455 tons
Length:	150 m (490 ft); 136 m (446 ft) at waterline
Beam:	30 m (98 ft); 28 m (92 ft) at waterline
Height:	55 m (180 ft) keel to mast head
Draft:	11.08 m (36.4 ft)
Propulsion:	2 x <u>OK-900</u> 171 MW nuclear reactors; 2 x <u>steam turbines</u> driving 6 generators, total 75,000 hp (55.3 MW)
Speed:	22 kn (41 km/h; 25 mph); 19.5 kn (36.1 km/h; 22.4 mph) Cruising speed
Boats and landing craft:	<u>Zodiac boats</u>
Capacity:	Passengers: 100, in 50 cabins and mini-suites
Complement:	150
Aircraft carried:	1 x <u>Mil Mi-2</u> or <u>Mil Mi-8</u> helicopter

The **NS *Yamal*** (Russian: Яма́л) is a Russian *Arktika* class nuclear powered icebreaker operated by the Murmansk Shipping Company. It is named after the Yamal Peninsula in Northwest Siberia; the name means *End of the Land* in Nenets.

Laid down in Leningrad in 1986, and launched in October 1992, after the breakup of the Soviet Union, it never filled its designed role of keeping shipping lanes open. It has always carried passengers on arctic excursions. *Yamal* took an excursion to the North Pole to celebrate the Millennium. *Yamal* is the 12th surface ship ever to reach the North Pole.

Icebreaker *Yamal* continued:

The *Yamal* is equipped with a double hull. The outer hull is 48 mm thick where ice is met and 25 mm elsewhere and has a polymer coating to reduce friction. There is water ballast between the inner and outer hulls which can be shifted in order to aid icebreaking. Icebreaking is also assisted by an air bubbling system which can deliver 24 m³/s of air from jets 9 m below the surface. The *Yamal* can break ice while making way either forwards or backwards.

Yamal is one of the Russian "Arctic" family of icebreakers, the most powerful icebreakers in the world. These ships must cruise in cold water to cool their reactors, so they cannot pass through the tropics to undertake voyages in the Southern hemisphere.

The *NS Yamal*, named after the "Ends of the Earth" Yamal Peninsula in Northwest Siberia, is an *Arktika*-class nuclear-powered Russian icebreaker. Although construction on it began back in 1986, the *Yamal* was not completed until 1992, after the fall of Soviet rule. Since the new Russian government no longer needed it for its intended purpose — keeping Arctic shipping lanes open — the 150 meters long, 23,455 ton *Yamal* has since been operated by the Murmansk Shipping Company as a converted 50-cabin cruiser for North Pole tours.

Yamal carries one helicopter and several Zodiac boats. Radio and satellite communications systems are installed which can provide navigation, telephone, fax, and email services. Amenities include a large dining room (capable of holding all 100 passengers in one sitting), a library, passenger lounge, auditorium, volleyball court, gymnasium, heated indoor swimming pool, a sauna, and an infirmary. She is equipped with 50 passenger cabins and suites, all with toilets, exterior windows, a television, and a desk.

This ship is powered by dual pressurized-water nuclear reactors, each of which contains 245 enriched uranium fuel rods. When fully loaded with 500kg of nuclear material, the *Yamal* can operate for up to five years without needing to refuel. Each reactor weighs 160 tons and resides within a closed compartment under reduced pressure and is shielded by steel, high density concrete and water. 86 sensors throughout the ship monitor radiation levels at all times.

Breaking with the Soviet tradition of intuitive, straightforward design, the reactors are used to power Rube Goldberg propulsion system. The reactors power boilers which generate high pressure steam to power 12 dynamos which in turn power electric motors attached to each of the three propeller screws. These motors provide each screw with roughly 25,000 horsepower or 55.3MW. With that much power, the *Yamal* punches through ice up to 2.3m thick at a speed of 3 knots. And though the *Yamal's* maximum rated ice thickness is 5m, it has been recorded smashing individual ice ridges as thick as 9m.

But the *Yamal* doesn't rely on brute force and a 48mm thick double hull alone. It's coated with a special, friction-reducing polymer and also uses a water ballast system between the double hulls to concentrate additional weight in the stern. If those aren't enough, the *Yamal* is equipped with an air bubbling system that jets 24 m³/s of air 9m below the surface to help break up the floe (they also help with steering).

Despite its ability to break through 20 vertical feet of ice at a time, the *Yamal* is effectively trapped in the Arctic. Because the reactors use the area's frigid water for cooling, the *Yamal* is physically incapable of traveling near (and definitely not past) the equator without overheating and melting down its fuel supply.



Department of
Veterans Affairs

Office of Public Affairs
Media Relations

Washington, DC 20420
(202) 461-7600
www.va.gov

News Release

FOR IMMEDIATE RELEASE

September 2, 2011

VA Posts Online List of Ships Associated with Presumptive Agent Orange Exposure

WASHINGTON – Veterans who served aboard U.S. Navy and Coast Guard ships operating on the waters of Vietnam between January 9, 1962, and May 7, 1975, may be eligible to receive Department of Veterans Affairs (VA) disability compensation for 14 medical conditions associated with presumptive exposure to Agent Orange.

An updated list of U.S. Navy and Coast Guard ships confirmed to have operated on Vietnam's inland waterways, docked on shore, or had crewmembers sent ashore, has been posted at <http://www.publichealth.va.gov/exposures/agentorange/> to assist Vietnam Veterans in determining potential eligibility for compensation benefits.

“Posting of the ships list is an important recognition of the sacrifices U.S. Navy and Coast Guard Veterans made for this Nation,” said Secretary of Veterans Affairs Eric K. Shinseki. “It provides an easier path for Veterans who served in Vietnam to get the benefits and services they are entitled to under the law.”

VA presumes herbicide exposure for any Veteran with duty or visitation within the country of Vietnam or on its inland waterways during the Vietnam era. Comprehensive information about the 14 recognized illnesses under VA's “presumption” rule for Agent Orange is also located on the webpage.

In practical terms, Veterans with qualifying Vietnam service who develop a disease associated with Agent Orange exposure need not prove a medical link between their illnesses and their military service. This presumption simplifies and speeds up the application process for benefits.

For questions about Agent Orange and the online list of ships, Veterans may call VA's Special Issues Helpline at 1-800-749-8387 and press 3.

-More-

FOR IMMEDIATE RELEASE

September 2, 2011

Agent Orange Ships List 2/2/2/2

When a claim is filed by a Veteran, surviving spouse or child, VA will determine whether the Veteran qualifies for the presumption of exposure based on official records of the ship's operations. Ships will be regularly added to the list based on information confirmed in these official records.

Even if a Veteran is not filing a claim, a Veteran may conduct his or her own research and submit scanned documentary evidence such as deck logs, ship histories, and cruise book entries via email to 211_AOSHIPS.VBACO@va.gov.

Service on board ships anchored in an open water harbor, such as Da Nang Harbor, or on ships on other open waters around Vietnam during the war, is not considered sufficient for the presumption of Agent Orange exposure. For Veterans interested in obtaining deck logs, contact the National Archives at College Park, Md., at <http://www.archives.gov/dc-metro/college-park/researcher-info.html>.

The Agent Orange Claims Processing System website located at <https://www.fasttrack.va.gov/AOFastTrack/> may be used to submit claims related to the three conditions added to the list of Agent Orange presumptives last year (Parkinson's disease, hairy cell and other chronic B-cell leukemias, and ischemic heart disease).

This website makes it easy to electronically file a claim and allows Veterans and their physicians to upload evidence supporting the claim. It also permits online viewing of claim status.

Veterans claiming other conditions may file online at VA's My-eBenefits web site at: <https://www.ebenefits.va.gov/ebenefits-portal/ebenefits.portal>. They can check the status of their claim with a premium account (confirming their identity), and use a growing number of online services.

Servicemembers may enroll in My-eBenefits using their Common Access Card at any time during their military service, or before they leave during their Transition Assistance Program briefings.

Veterans may also enroll through their myPay or MyHealtheVet accounts, by visiting their local VA regional office or Veteran Service Organization, or by calling 1-800-827-1000.

#

Florida Reunion 2012

Mark your calendar. Our next reunion of the USS/USCG Edisto (AG89, AGB2, WAGB284) will be April 22-26th at the Crowne Plaza Melbourne, located directly on Indialantic Beach, Florida. The hotel is situated directly on the beach and as the crow flies, it is almost due east of Melbourne. For those of you that have access to a computer, the hotel's website may be viewed at: <http://www.cpmelbourne.com/>.

A block of 50 rooms has been reserved at a rate of **\$109.89 inclusive** (State and local taxes are included in the rate). This rate is good for April 19th through the morning of the April 29th. This is a great rate for a beach hotel in Florida and may be the opportunity to have your friends, neighbors or grandchildren join you. If you would like an extended stay beyond the 3 days before and after, please let me know the dates and I will see if we can arrange to have the reduced rate extended. The more the merrier. From past experience it is recommended that you make reservations now or as earlier as possible because the block fills up quickly. Plus it helps both us and the hotel in our planning.

Room reservations may be made by telephone 1-877-227-6963 or online via their website: <http://www.ichotelsgroup.com/crowneplaza/hotels/us/en/melbourne/mlboc/hoteldetail?> Use the Group Code: **AGB**. If by telephone, tell them you are with the USS Edisto Group. The cutoff date is 3:00 PM, Friday, March 30th. After that date, rates may go up considerably and then only if rooms are available. If it is necessary to cancel your reservation, you may do so without penalty providing you cancel 24 hours before your scheduled arrival time. So help us by making your reservation now.

Some years ago the results of a survey relative to reunion format, schedule, activities, etc., indicated strongly that most were happy with the current format so in keeping with past practice, it is planned to begin the reunion with a welcome dinner on April 22nd at which time housekeeping will be done where the reunion schedule and any changes will be discussed. The following day April 23rd, will be the major activity which is a tour of the NASA Kennedy Space Center where we will see Apollo and Shuttle launch pads and other exhibits. April 24th is planned to be a more leisurely activity as we hope to provide ample free time to enjoy the beach and area surroundings. April 25th will be a General Meeting of all members and a farewell party/banquet in the evening designed to leave you with a lasting memory of the Florida reunion. A complete agenda, registration form and tour information will be included in the next issue of the Kee Bird and will be the First Call to Reunion.

Please note that the theme of this reunion is LEISURE. We expect to see you kick back, dig your toes in the sand and cool your heels in the Atlantic. Jeans and shorts is the dress code so bring your bathing suites, Speedos, thongs, flip-flops, tennis shoes, shorts, T-shirts and jeans because we are not planning anything that requires formal dress.

If you have any questions about the hotel or have problems making reservations, please contact me by phone 321-269-5637, email ussedisto@cfl.rr.com or by mail PO Box 747, Mims, FL 32754-0747.

NASHVILLE

Earlier in the year I sent out a survey requesting feedback on three locations as possible reunion sites. Florida received the majority of the votes with Nashville a distant second. A 3rd choice was Chicago which received very few votes. Based on the results of this survey, I contracted a Melbourne Beach hotel in Florida and then began looking at the second choice. So in August Jerry and Judy Downs joined Kathie and I in Nashville to check out the hotels and attractions such as the Grand Ole Opry. The city has made a great recovery from the April/May 2010 floods that swept through downtown Nashville.

Jerry and I have received several proposals from hotels and attractions which are under review. I try and negotiate a room rate of \$99 or less but we learned that is difficult to do in Nashville. With one hotel, I managed to negotiate a rate close to that but when the city, state and local bed tax are added, the rate increased to \$128 which included a hot breakfast buffet, a cook-to-order omelet station for two, a \$25-\$30 value. As of the writing, negotiations with the hotels and attractions continue.

USS Edisto Newsletter



Photos by Faye Heidel

ion

A great time was had in Rhode Island and Massachusetts. The crew visited Battleship Cove where lunch and a memorial service was held onboard the battleship USS Massachusetts. Two plank owners, Sidney Evans and James MacGlaflin were present and participated in the memorial service.

The second day the crew rode up to Boston where they enjoyed a trolley ride through downtown and eventually ending at Quincy Market for lunch. Afterwards, the crew visited the Charlestown Naval where the group was greeted by Mr. Bill Foley, Chief, Office of Special Park Uses, Charlestown Navy Yard, Charlestown, MA.

The group toured the museum and went onboard the USS Constitution, better known as Old Ironsides.

THANKS TO OUR DONORS

Long before we organized as an Association, we were fortunate to have many shipmates donate time and money to the Association. We owe our success to this group and to those that continue to contribute to the Association. This list is incomplete but it names a few of the most recent donors. Forgive me if I omitted anyone.

Peter Banyon
William Dumbauld
Eugene Fettinger
Robert Frazier
William Gallant
George Granakis
John Herrmann
Fernando Hernandez
Patrick Heraty

Daniel Higgins
Charles Hoyt
Erwin Hughes
Gary Jackson
James Jensen
Ron Kaliher
Darryl Kenning
Karl Kettlehut
Ron Mallet

Randy Meyer
Alex Morris
Charles Neal
John Orend
Tim Pancake
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Vincent Pryzbyszewski
Robert Radasch

Robert Ross
Warren Samuel
Glenn Smith
Lyman Smith
Carol Spruill
Norman Spruill
David Thiem
Omar Toner
Robert Vogel

USS Edisto Newsletter

Howell Purvis' Mail:

*Some of you are aware that LTJG Howell Purvis, one of the Helicopter pilots in '58-59, had back surgery last year and subsequently suffered a Staph infection that damned near killed him. He is however on the mend – thank God - and during some recent emails, he shared some of the stories of the '58-59 deep freeze cruise. One of the emails I sent around was of a helicopter trying to land on the Danish ship, **HDMS Ejnar Mikkelsen P571** in very rough seas asking him and other Edisto HUTRON pilots if it brought back any memories. You can see the video of the helo landing by copying the link below and pasting in your web browser. <http://www.youtube.com/watch?v=bC2XIGMI2kM&feature>*

With Howell's permission I am publishing one of his recollections that no doubt will stir the memories of the other crew members that took part in the rescue operations in Montevideo, Uruguay.Glenn

From Howell Purvis, LTJG, '58-59
Subject: Re: Under Paid Pilot
Date: Wed, 6 Jul 2011 08:30:21 -0500

That video reminds me of some of our landings on the Edisto, but we had another helicopter on the deck. You had to wait for a level deck before sitting it down. Don't think the weather was as bad as it was for this guy in the video.

Hope everyone is doing well. Thanks for the video Glenn. That was a hairy landing.Howell

I REMEMBER VIVIDLY LANDING ON THE EDISTO FLIGHT DECK WITH A HELICOPTER ON THE FLIGHT DECK. THINK WE HAD ABOUT 18" OF CLEARANCE WITH THE BELL (HUL) AND THAT WAS WITH ABOUT 4' OF PONTOONS HANGING OFF THE BACK OF THE FLIGHT DECK. ONE OF THE CREWMEN HAD TO STAND UNDER THE TAIL OF THE HRS AND TELL US HOW MUCH WE COULD COME FORWARD BEFORE LANDING. LITTLE BIT HAIRY.
HOWELL

The weather could change rapidly down south. I took off one day in the HUL (bell) with one of the ship's officers to scout some ways for the ship to navigate. We made some turns, etc. and kept getting farther and farther from the ship. Had no way to determine distance except for the ship's radar. What we did know was that both the radios and radars went out on the ship and we were drifting out there, not knowing exactly which way was toward the ship. I calculated the turn, time on each leg, etc. and headed back in the direction I thought the ship might be. We could see no ship or smoke from the stack, etc. I had estimated that we were about 31 miles out. Luckily, we spotted the smoke first, then the ship. I was shitting ball bearings by then. Never tried that again without radio checks very often.

The trip to the Antarctica was a fabulous experience, but I wouldn't want to do it again. We went into Buenos Aires, Argentina to drop off a helo (H-34) and Otter we brought back from the Antarctica.

We were sent back to rescue two British ships that were stranded in the Palmer Peninsula. After taking them in tow, we headed back and got stuck in the ice. The Captain ordered a complete inventory of all food, fuel, water, etc. with info that me might have to winter over down there. I really got worried. After a week or so, the weather/winds changed and the ice loosened up and we were able to make it out.

USS Edisto Newsletter

Howell Purvis' mail continued:

On the way back home, the Chief of Naval Operations ordered the Edisto back to Montevideo, Uruguay to assist in a flood disaster. I took the small Bell and went NE to Treinta y Tres (33 in English). I flew in a twenty mile radius to the east of the city to rescue stranded victims. My crewman and I pulled out 31 victims from very dangerous situations. Others were just surrounded by high water. The small town was very grateful. After ten days they gave me all kinds of gifts, which I still have today.

Short story. We got commendations from the CNO, but never heard of word of thanks from Uruguay. Fourteen years later I was in the Secret Service assigned to the New Orleans Office. One Sat. morning I got a call from a Uruguayan Col. with the Air Force. He said that a file had been found awarding the three pilots with medals and he wanted to know if I could come to WDC to accept the award. I didn't know if I could do that or not, unless they paid for it. Finally we agreed that it would be appropriate to just mail it. They sent a very nice letter and a beautiful medallion a little bit bigger than a silver dollar. Also there was a smaller medal from the Uruguayan Air Force.

Somehow the letters had been misplaced all these years before they were found. The letters really don't really say what the medals were for, but they are very nice.

The cruise turned out real good. The ship's crew loved us. We took every single sailor who wanted to ride in a helo for a ride in Rio de Janeiro. We went in there for some R & R.

Hope I didn't bore you.

Howell

Let me add a little bit to the Uruguay story.

Ltjg Allen Erickson was our OIC of the Helo Detachment. Richard Nelson was the third pilot. They took the HRS and flew to the huge electrical power dam that was near overflowing. The Uruguayan military were afraid if the water went over the huge dam, it would ruin all the power generators, etc. I think they were involved in some rescues too. After I finished my operation in Treinta y Tres, I flew over to the dam to join Allen and Dick. For three days we hauled dynamite to the spill way so that a diversion channel could be blown out to keep the flood waters from overflowing the dam. I was hauling so much in one load that I had to make a running take off. The load was so heavy I couldn't lift it vertically.

Finally we had hauled enough dynamite to do the job. We landed about an eight of a mile from where the dynamite had been placed. There were tons of the explosives. We were all standing around talking and waiting for additional orders when suddenly there was this horrific explosion. We ran for cover under the HRS. Big rocks were falling all around and one went through the tail boom of the HRS, but it didn't hurt any of the control cables for the tail rotor. Talk about being shocked and scared at the same time. We thought the world had exploded. Just an unbelievable sound and shock wave. We immediately made a complaint to the General in charge and I guess he chewed out some people, but we never heard anymore about it.

USS Edisto Newsletter

What we didn't know was there was lots of media/TV coverage in Montevideo about the helo pilots, etc. The American Ambassador held a reception at his residence for us and invited the Uruguayan VIP's, etc. It so happened that Nat King Cole and his wife was in town to perform at a concert. He was invited and came. We all met and talked with him and his wife for about 30 minutes. He was smoking a cigarette with a long pearl looking holder. His wife was very pretty. He was one of my favorite singers.

We never heard anymore about the blasting at the dam, but I'll bet there were some who got in trouble.

One thing I didn't mention. We ate beef and bread three times a day. We got tired of that.

Howell

Sent in by Richard Dykas

BIKER AND HIS BABE



MAIL CALL



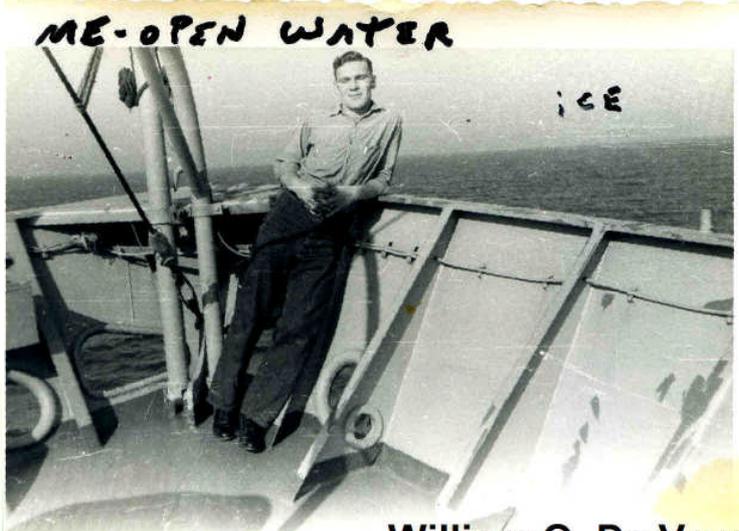
HELPING OUR HEROES

Mr William O De Vore

I see on my
Computer that the
reunion each year
was really great.

Sorry I've never made
it but my finances has
never been that good of
shape, so I'll just see
it on the computer.

My Best to all
Rev. William De Vore
P.S. Thanks for letting me
share this with you.



ME-OPEN WATER

ICE

1950

William O. De Vore

1950 BOSTON MASS



THUL GREENLAND



BROWN - N.J. 1949

William sent other photos which will be placed in our memory books to be shared with shipmates.

Article submitted by
George "Huck" Granakis

MAY 2011 COMMENTS

CONDÉ NAST
TRAVELER

Readers React

You sound off and we respond



New Zealand still lays claim to Ross Island, Antarctica (left); celebrating Makar Sankranti in Jaipur (right).

Treaty Technicality .

Reader Peter Workman wrote that our January 2011 "Where Are You?" contest was impossible to answer. The photograph is of Mount Erebus, a volcano on Ross Island, Antarctica, he said. To win the contest, readers were asked to identify the volcano and the country in which it is located. "Like all of Antarctica, Ross Island is not part of any country, so it is impossible to provide a correct answer."

OUR "WHERE ARE YOU?" EDITOR, JOHN OSEID, RESPONDS: "We accepted answers that listed the country as New Zealand or Antarctica, as long as they identified the location as Mount Erebus on Ross Island. Why New Zealand? Because of the Antarctic Treaty. Signed in 1959 by 12 nations, the treaty resolved multiple territorial disputes by declaring Antarctica a giant science lab; it neither recognizes nor disputes nor establishes territorial sovereignty claims, explained Dr. Edward Butler, New Zealand's manager of Antarctic science. The Kiwis first claimed the slice of Antarctica in which Ross Island is located in 1923, and the country has staffed its Scott Base research station there since the treaty was signed. If the treaty (today recognized by 48 countries) were ever to be dissolved, Butler said, New Zealand would assert its territorial claim."

Scuttlebutt

Charities:

Hey, before you dig down in your pockets to give to your favorite charity, here is a quick look at the current salaries of the CEOs of major charities as estimated by Forbes magazine as of October 2010. Annual compensation averaged \$462,000 last year for the CEOs of charities with expenses of more than \$100 million, according to a compensation study by Charity Navigator, a Web site that evaluates charities.

If you have access to the Internet, you can check out your favorite charity and see how well it is performing by visiting the website Charity Navigator: <http://www.charitynavigator.org/>

UNICEF (United Nations Children's Fund)

President and CEO Caryl M. Stern receives compensation somewhere in the \$420,000 to \$475,000 range.

AMERICAN RED CROSS

CEO Gail J. McGovern receives compensation somewhere in the \$447,000 to \$495,000 range.

UNITED WAY

President and CEO Brian A. Gallagher receives compensation somewhere in the \$983,000 to \$1,037,000 range.

WORLD VISION (Global reach)

President and CEO Dave Toyce receives compensation of \$184,000, a matter of public record.

SALVATION ARMY

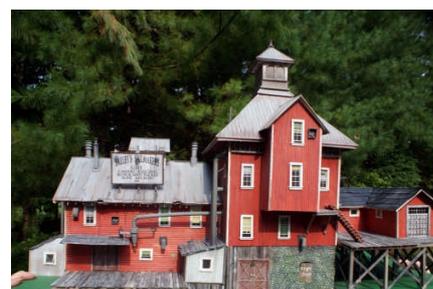
The current National Commander Israel L. Gaither receives compensation estimated at \$243,000.

Boys & Girls Clubs receive tens of thousands of dollars each year from the Atlanta-based national charity. In 2008, the national charity reported receiving \$41 million in government grants and \$51 million in other gifts and contributions. That same year, the national organization spent \$37.5 million on salaries and benefits, according to tax records. Roxanne Spillett, president and CEO of the Boys & Girls Clubs of America, received a total compensation of \$988,591 in 2008,

There is a saying that Charity begins at home!

There are many artists amongst our crew and one is our webmaster John Herrmann. John builds intricate detailed buildings & structures for model Rail Road, HO Scale. Below is the caption from his latest piece of work that can be seen by pointing your browser to Rail Road Forum: http://www.railroad-line.com/forum/topic.asp?TOPIC_ID=34215.

"Biggest one to date took 90 hours ... it's my version of Gerald J. Wilikers machinery wholesaler #8203;s but in O scale. I will never build another one this big. The last 20 hours I thought seemed forever. Your criticism is welcome. Thanks for looking." John.



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