

Kee Bird



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

Volume 5, Issue 3

Winter 2011

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Rates are good 3 days before and 3 days afterward. This is a good time to invite sons, daughters, grandchildren, in-laws, outlaws, friends and neighbors for a tour of KSC, a day cruise on the ocean, a week of fun in the sun and leisure time on the beach at good prices. Just don't forget to pack your suntan lotion, bikinis, thongs and Speedos.

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USS Edisto Newsletter

Davy Jones Locker

Last_Name	First_Name	DOD	State	Rate	Onboard	Last_Name	First_Name	DOD	State	Rate	Onboard
Ames	John E.	21 Feb 2011	NY	SK	53-55	Hollingdale	Philip L.	31 Jan 2011	ME	DKSN	54
Bloesing	Lewis F.	19 Jun 2011	VA	EN1	62-64	Krile	Harold B.	17 Sept 2011	IA	RD3	51-52
Cooper	Stuart R.	08 Dec 2011	WV	SA	58	Lamalie	Kenneth L.	12 Nov 2011	FL	EN	56-57
DePaoli	James J.	27 May 2011	NY	EN2	51-54	Landfried	Donald P.	8 Apr 2011	PA	ENS	54-57
Edwards	Gerald N.	21 Dec 2011	OH	AG2	58	Manspeaker	Oliver W.	18 Jan 2011	VA	SN	58
Foster	John P.	12 Oct 2011	VA	EN1	47-51	Reidy	James J.	29 Jan 2011	MA	SN	61

COOPER, STUART R. '58

Stuart Richard Cooper age 77, left this earth on December 8th, 2011 where he had been hospitalized in Baltimore, MD. A beloved husband of 52 years to Alma (Shedroff) Cooper and a sweet, loving and caring father to his two daughters in the arts; Marcia J. Cooper (NYC) and Roslyn McGrath (Marquette, Michigan), a caring brother to Marion Friedman (Virginia Beach, VA).

He was a loving father-in-law to Preston Gumberich (NYC), Kevin McGrath (Michigan) and his son Aaron McGrath (MN) and cousin to Florence Brenner of Baltimore, MD. Stuart also leaves behind a brother-in-law Marshall Friedman, niece Heather Swanberg with children Alyssa Joy and Jack Brian and niece Sherri Kitzmuller, her husband James and children Tara and Monique (VA). Born on January 9th, 1934 in New Haven, CT and raised in West Haven, Ct, his father Jack Cooper (born London, England) and mother Dorothy Schimmerling Cooper Curtiss (a native of West Haven, Ct).

He graduated West Haven High School ('51) and Quinnipiac University, School of Business, BS ('56) and was a veteran of the US Navy, where he served on the U.S.S. Edisto, an ice-breaker that travelled to the North Pole, Greenland and Cuba ('58). Stuart Cooper moved to New York City in 1959 where he married, raised his family and lived in Bayside from 1964 until moving to Falling Waters, West Virginia in 1998. His business career included salary administration and computer work as a Systems Analyst for the banking industry, Levitt and Sons Home Builders and Paramount Pictures, followed by opening up a hardware store in Bayside, Queens.

Upon retirement, Stuart began research and study on his long-life passion to Eastern European history and Genealogy from which he uncovered and developed volumes of historical data. He also held a commitment to Nature which he expressed through Photography and Gardening. Other passions include a lifetime appreciation of music particularly Opera.

Graveside funeral service at the Keser Israel memorial Park, Farwell St., Allingtown, West Haven Thursday afternoon at 1. In lieu of flowers, please consider a donation to "Habitat for Humanity, Gift from the Heart" as Stuart Cooper greatly cared about the well being of others. Weller Funeral Home, 493 Whitney Ave., New Haven is in charge of arrangements.

Published in the New Haven Register on December 14, 2011
Submitted by Frank Maisano, '55-56

GERALD N. EDWARDS

May 13, 1937 - Dec 21, 2011

On the 21st of December 2011 Jerry pulled into his last port. Gerald N. Edwards- AGCS retired Navy, also known as "Chief Ed" and just Jerry. Jerry's journey through life began on the 13th of May 1937 when he was born to Gordon and Ann Grace Edwards Loiancano in Utica, New York. He was one of four children including his brother the late Ronald (Bonnie) Edwards from Long Island, NY; his twin sisters, Darlene (Don) Hermes from Rhode Island and Dolores (Don) Huitt from Colorado.

On March 16th, 1955 Jerry joined the U.S. Navy, where he found his passion for weather while stationed at Lakehurst Naval Air Station in New Jersey. His career in the Navy took him across many seas and many continents including Antarctica; one of his favorite place being New Zealand. He was honored to be one of the men that were aboard the air-craft carrier the U. S. S. America and ice breaker **U.S.S. Edisto ('58)**.

On March 3rd of 1956 he married Janet M. Tulloch from Ilion, New York and celebrated their 55th year of marriage this year. In 1957 he became a father to Barbara Edwards Delventhal, where he eventually became like a father to Stan Delventhal as well. He has two grandchildren, Jason (Jill) Delventhal and Jenea Delventhal; two beautiful great-grandchildren, Grace Delventhal and Carson DeLauter.

In 1959, he became a father again to Gerald "Jerry" A. Edwards, who is also proud to say that he works as an engineer for the Department of the Navy in Charleston, SC.

In 1977 Jerry retired from the Navy and eventually settled in Elmore, Ohio. Through his journey and travel: he has been blessed with a dear brother-in-law and friend, Richard Tulloch and his wife Marguerite. Jerry was also blessed by his dear friends, who are considered family including, Pat Thatcher and the late Jack Thatcher from Angier, NC; Bill and Betty Williams from Baltimore, MD.

Published in Toledo Blade on December 23, 2011
Submitted by Al Obst, '62-63

CROWNE PLAZA MELBOURNE-OCEANFRONT

2605 NORTH AIA MELBOURNE, FLORIDA 32903 UNITED STATES

Hotel Front Desk: 321-777-4100 Hotel Fax: 321-773-6132

www.cpmelbourne.com

Check-In/Check-Out

- Check-In Time: 4:00 PM
- Check-Out Time: 11:00 AM
- Minimum check-in age: 21
- Late checkout available

Location

- Location: Beach
- Closest City: MELBOURNE
- Distance from Hotel: 6.0MI
- Local time zone: GMT-05:00

Services

Kilwins Chocolate Store
Ocean Reef Spa

Languages spoken by staff English, Spanish, Italian

Internet Options

Rooms

- High-speed Internet Access
- Wireless Data Connection
- Internet Browser TV

Business Center

- High-speed Internet Access
- Wireless Data Connection
- PC

Public Space

- High-speed Internet Access
- Wireless Data Connection

Parking

- Number of parking spaces: 250
- Self parking available 24 hours per day, with parking lots adjacent to hotel and across Hwy A1A with walk bridge direct to hotel.

Facility

- 8 Floor(s)
- 270 Guest Room (s)
- 133 Single-Bedded Room(s)
- 94 Double-Bedded Room(s)
- 227 Non-Smoking Room(s)

Accessibility

- Service animals allowed

Credit cards

- American Express
- Carte Blanche
- Diners Club
- Discover
- JCB
- Master Card
- Visa

What's Nearby

- Washington Nationals Training Stadium
- Melbourne Square Mall
- Kennedy Space Center
- Sport Fishing Charter
- Camp Holly Airboat Rides
- Valiant Air Command Warbird Museum

From the North: I-95 south to Exit 183. Take exit **183** onto **Eau Gallie Blvd** drive east on **FL-518** to Melbourne/Indian Harbour Beach. Continue east all the way across causeway to A1A. Turn right on A1A and drive approximately 1 mile to the Crowne Plaza (on left).

From the South: I-95 north to Exit 183. Take exit **183** onto **Eau Gallie Blvd** drive east on **FL-518** to Melbourne/Indian Harbour Beach. Continue east all the way across causeway to A1A. Turn right on A1A and drive approximately 1 mile to the Crowne Plaza (on left).

From Orlando International Airport (MCO): Exit the airport onto the Beachline (FL 528) and drive East 31 miles to Exit 42A, and merge on I-95 south. Take exit **183** onto **Eau Gallie Blvd** drive east on **FL-518** to Melbourne/Indian Harbour Beach. Continue east all the way across Eau Gallie Causeway to A1A. Turn right on A1A and drive approximately 1 mile to the Crowne Plaza (on left).

From Melbourne International Airport (MLB): Exit Airport onto East NASA Blvd to US-1. Go North on US-1 to Eau Gallie Blvd. Turn right onto Eau Gallie Blvd and drive east on **FL-518** all the way across Eau Gallie Causeway to A1A. Turn right on A1A and drive approximately 1 mile to the Crowne Plaza (on left).

NOTE: Hotel provides complimentary shuttle to/from Melbourne (MLB) airport



Kennedy Space Center Visitor Complex Admission Badge
Adult \$82 and Child \$62



The Admission Badge allows guests to experience all attractions within the Kennedy Space Center (KSC) Visitor Complex and the U.S. Astronaut Hall of Fame.® .

Guests can explore the many exhibits, shows and attractions at the Kennedy Space Center Visitor Complex including the new Hubble Telescope exhibit, *Eye on the Universe: The Hubble Space Telescope*, the *Shuttle Launch Experience*, *the Rocket Garden* and *IMAX*® films.

The Admission ticket includes the unique opportunity to get a behind-the-scenes glimpse of Kennedy Space Center on a NASA Bus tour. Guests have the opportunity to explore the LC-39 Observation Gantry, providing them panoramic views of launch pads. They continue onto the Apollo/Saturn V Center which features a fully restored massive Saturn V rocket, one of only three in the world. Guests walk back in time to relive Neil Armstrong's first steps on the moon and experience the thunderous rumble of a Saturn V rocket lift-off.

Although much of the story at Kennedy Space Center is about state-of-the-future technology, the U.S. Astronaut Hall of Fame® is about the brave men and women who have flown in space. Here guests have the opportunity to explore the world's largest collection of astronaut memorabilia, ride simulators, and see tributes to the heroes of the Mercury, Gemini, Apollo and Space Shuttle programs. Afterwards the group will bus over to the KSC Visitors Center where they will explore all the exhibits, the Rocket Garden, IMAX and have lunch with an astronaut.



Space Pass
Adult \$102 and Child \$76

Space Pass allows guests' all-access to Kennedy Space Center Visitor Complex and includes admission, lunch with an Astronaut and our **guided Discover KSC Tour**. Experience the thrill of lunch with an Astronaut. Listen to inspiring space travel stories and ask questions of a NASA space hero, all while enjoying a delicious meal. Offered daily, this program features a personalized presentation by a featured astronaut about what it was like to live and work in space. Guests have the opportunity to ask questions and have a photo with the featured astronaut.

All day event: Bus departs hotel at 08:30 am and departs KSC at 4 PM

SCHEDULE

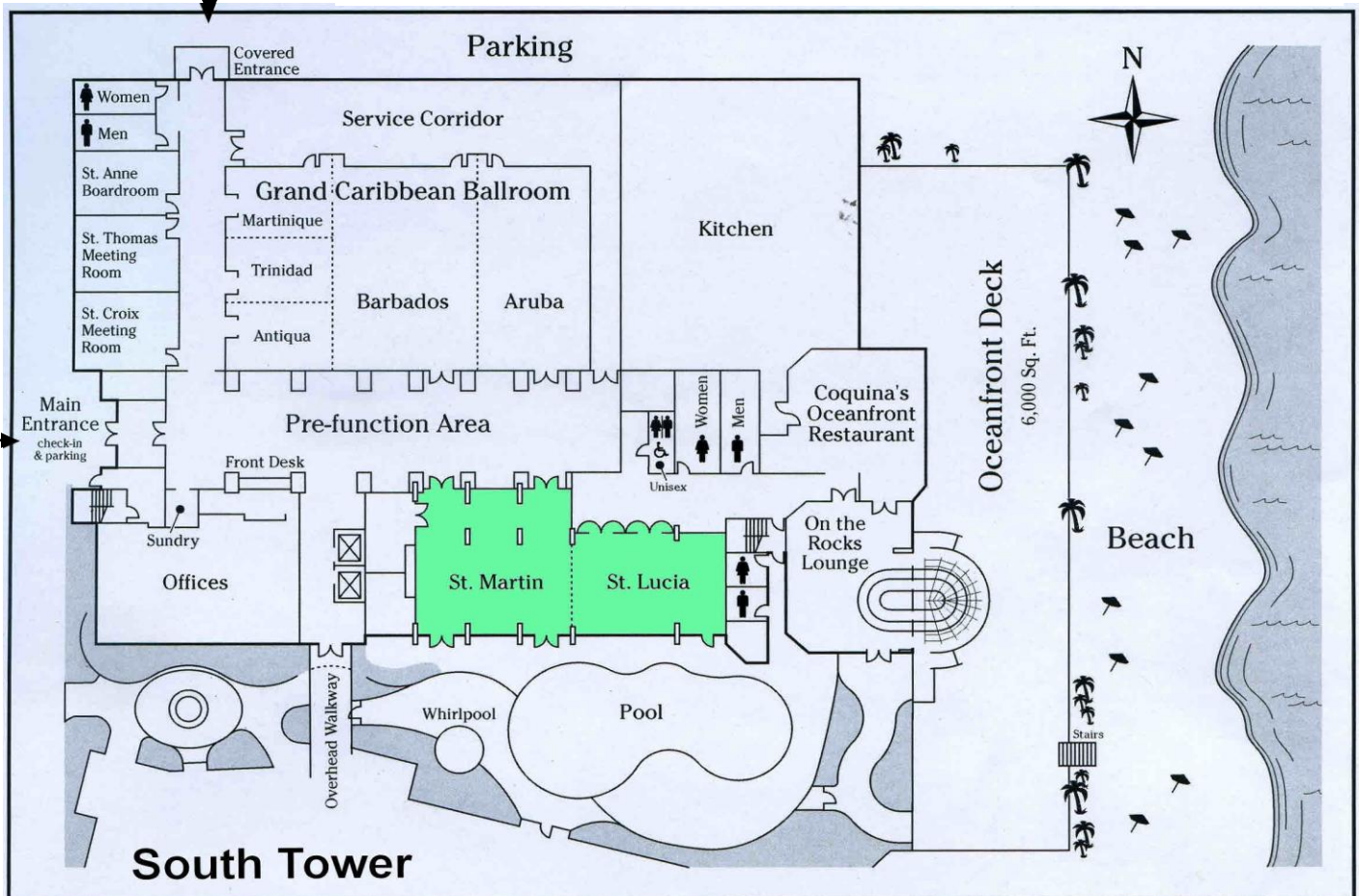
The Cutoff Date is Friday, March 30, 2012. After which time the hotel reserves the right to charge the standard rates if space is available. Therefore it is wise to make your reservations early before the room block fills up. If there is a need to increase the room block, we have a better chance of getting additional rooms before the cutoff date. **Make your reservations now (Direct 321-777-4100).** Complete your registration form and mail today to Glenn Smith, P.O. Box 747, Mims, FL 32754.

Sunday, April 22 nd	12:00 to 4 PM	Register and pickup registration packet
Evening	5:30 to 8 PM	Welcome dinner & Housekeeping
Monday, April 23 rd	8 :30 to 5 PM	Tour 1 Kennedy Space Center (KSC) Tour
Tuesday, April 24 th	9:30 to 5 PM	Tour 2 Ocean Cruise on <i>The Victory</i>
Wednesday, April 25 th	9:00 to 11 AM	Business Meeting – Members & Spouses
Evening	5:30 to 8 PM	Farewell Banquet

Early Birds – Completed registration forms received before the cutoff date (March 30th) will be included in a drawing where the winner will receive one (1) free night – a \$109 value.

Check-In Time: 4 PM – If you should happen to arrive early and your room isn't ready, come on down to the Lucia/Martin room and pickup your registration packets. You can leave your luggage there until you check into your room.

Parking here on North side and East across the street – use overpass walkway



St. Martin/St. Lucia Rooms will be our Gathering Place for most of the reunion

Sunday, April 22nd – Lucia/Martin Room

12 Noon to 4 PM: A registration table will be set up just outside the Lucia/Martin Meeting room where you will be greeted by the Edisto Penguin and a welcome committee who will greet shipmates and provide them with their registration packet containing a schedule, badges, tickets and other information. The Lucia/Martin room will be our central meeting place and contain tables for any ships store items and memorabilia that you may wish to share with other shipmates.

5:30 PM to 8 PM: A Welcome Buffet will be held on the Deck or in (Lucia/Martin Rooms) will be offered to those with tickets. The cost is \$25. Tickets will be in your registration packet. Some “housekeeping” chores will be performed which involves an introduction of the current board of governors, executive officers and a review of the reunion schedule and any schedule changes. Drawings will be held for door prizes and the one night free room for the Early Birds.

\$25 Buffet Menu

Tossed Salad
Sirloin Beef Medallions
Baked Ziti
Chef's choice of vegetable and starch
rolls & butter
coffee & iced tea
Chef's choice of dessert

Monday, April 23 - Kennedy Space Center (KSC) Tour **\$82 or \$102** (See below)

Bus departs hotel at 08:30. First stop is the **Astronaut Hall of Fame**. Come live the human side of space at the United States Astronaut Hall of Fame, complete with the sights, sounds and experiences of the famous astronauts who first ventured into the frontiers of space. Experience exhibits dedicated to our nation's astronauts, including the world's largest collection of personal memorabilia.



Explore a rare collection of astronaut artifacts and see remarkable displays, exhibits and tributes dedicated to the heroes. From

Wally Schirra's Sigma 7 Mercury spacecraft to stunning glass etchings that line the Hall of Heroes, the United States Astronaut Hall of Fame celebrates the accomplishments of astronauts everywhere.

Next we explore KSC Visitor Center, space exhibits, Rocket Garden, museum, IMAX movies and have lunch and a photo shoot with an Astronaut. As with all Florida attractions (Disney World, Busch Gardens, Universal Studio and Sea World), tickets are pricey but we receive a group discount with admission to about all there is to see at KSC. However, to mitigate some of the cost we are offering two ticket prices; **Admission Badge (\$82)** grants access to all of the KSC Attractions. **Space Pass (\$102)** grants admission to all attractions and includes a special guided tour called “Discover KSC.”



Everyone will remain as one group until after lunch with the astronaut, at which time we will split into two groups; Group “A” (Admission Badge) and Group “B” (Space Pass). Both groups should arrive back at the Visitors Center a little before 4 PM at which time we will load our buses and return back to the hotel around 5 PM. Evening is free.

Tuesday, April 24th - Victory Casino Cruise (\$35 pp)

0930 – 5:30 PM: Bus departs for Cape Canaveral for 5-hour cruise on the Victory Casino. The ship departs at 11 AM and returns to Port at 4 PM.

\$35 per person includes the cost of the bus, lunch and boarding pass. However each guest will receive **\$20 free slot play**. It's best to go down to Deck 1 for lunch soon after arriving then go out on deck and watch departure. Victory's is fun and contemporary atmosphere provides the perfect backdrop for an amazing array of mouth-watering dishes. A tantalizing buffet offers a wide variety of the freshest and most delicious choices available such as carved or grilled meats and classic comfort foods and the freshest seafood and salads to a classic V Burger. You do not have to gamble to enjoy the cruise. Sit on the fantail or inside the lounge and enjoy the entertainment. Check it out at: <http://victorycasinocruises.com/index.php>



After returning to the hotel, the evening is free time. The St Lucia/ Martin rooms will be open until 10 PM



Wednesday, April 25th Business Meeting and Farewell Banquet

9 AM to 11 AM: Business Meeting will be held in the Lucia/Martin room.

5:30 PM to 8 PM: Farewell Banquet. **\$35(inclusive of taxes and gratuity)**

MENU

Bourbon Cherry Chicken
Blackened Grouper
Herb Roasted Potatoes
Vegetable Medley
Chef's Choice of Dessert
Fresh Baked Rolls and Butter
Water and Unsweetened Tea
Barnies Coffee & Tea

USS Edisto Newsletter

Shipmates, this is the time to bring family and friends to Florida for a few days of fun and sun. I have negotiated the \$99 rate for 3 days before and 3 days after for those of you who wish to extend your stay in Florida. There is much to do.

The Kennedy Space Center (KSC) tour will appeal to any age and there are many attractions that are within 75 miles or less. To name a few of the big attractions; Animal Kingdom, Disney World, Epcot, SeaWorld, Universal Studio, Valiant Air Command Warbird Museum, Camp Holly Airboat Rides, Famous Ron Jon's Surf Shop, Daytona Beach and Daytona Speedway.

Then there is the beach. You can relax in your thongs and Speedos and watch the tide roll in. The Atlantic – as many of you know – is the *real ocean* – and is a couple degrees cooler than the Gulf Mexico. This particular reunion is planned to be a CASUAL affair. Shorts, bathing suits, tennis shoes, sandals and thongs will be the dress of the day.

As stated earlier, Monday is a day at the space center, Tuesday is a day on the Victory Casino ship and Wednesday is our business meeting and in the evening is our farewell banquet and memorial service. I have arranged to have a member of the Fleet Reserve provide a short (20-30 minutes) presentation on Tuesday night regarding VA benefits and other changes destined for military retirees. For those who do not wish to attend, they can help clean the fish for Wednesday's banquet.

A photographer will be on-hand to take group photos as well as capture us in candid poses. YOU DO NOT have to purchase any of his products but please make sure that you do have your photo taken and get into the group photo so your attendance will be documented. The memory books can help absent shipmates see who attended the reunion. When viewing photos from prior reunions, one often hears comments like, “He used to have hair and was smaller...” or “He still owes me money...”

Got a call from Bruce Andrews. He and Eleanor are planning on taking the Auto Train down to Sanford and then driving to the hotel. They have joined other shipmates in taking advantage of the low rate and will extend their stay.

Late news from our webmaster John Herrmann. He reports that his granddaughter recently had triplets; 2 boys and a girl. They are still in isolation but John and Jayne hope to hold them soon.



REMINDER: Mail your dues for 2012 to James Jensen unless you have already paid or if you are a Life Member. The dues period runs from Jan 1 to Dec 31 each year.

NAVY NEWS

US nuclear aircraft carrier *George Bush* crippled by toilet outages

By [Lewis Page](#) Posted in [Bootnotes](#), [17th November 2011 16:22 GMT](#)

The US Navy's newest and mightiest nuclear aircraft carrier, the USS *George H W Bush**, has been plagued by continual failures in its lavatories, according to reports. Sailors have been forced into increasingly desperate measures to relieve themselves.

The *Navy Times*, following up initial stories of the problems appearing on blogs, quotes members of the 5,000-strong ship's complement as stating that at times there hasn't been a single working head – as lavs are known at sea – anywhere aboard the entire mighty hundred-thousand-ton warship. Reportedly the *Bush* is fitted with no less than 423 thrones, but it appears that problems with the suction flushing system can easily knock out large numbers of these at once – or even all of them.



According to the *NT*'s unnamed sources, crewpersons aboard the carrier have struggled to cope with the situation. It seems that desperate sailors must often hunt for long periods to find a functioning head, and if they do discover one there may be a lengthy queue. Some of the unfortunate matelots have apparently resorted to urinating in sinks or showers, or in some cases off the towering sides of the ship (parts of it are as high above the waves as a 20-story building). The latter is a risky practice, however, as it is against regulations: at least one sailor has been put under punishment for doing so.

Other *Bush* crewmen have reportedly taken to the use of bottles in some private location, following which the containers are smuggled to a suitable point for surreptitious tipping overboard. Unfortunately this "can soil the side of the ship or the hangar deck, aircraft or fellow sailors, depending on how it catches the wind", the *NT* [reports](#).


According to a statement supplied to the naval newspaper, there are breakdowns in the *Bush*'s heads three or four times a day, though many of these only involve a few units and can be fixed relatively swiftly. Nonetheless the ship's engineering personnel have expended no less than 10,000 man-hours on fixing busted bogs during the carrier's current overseas deployment. It was admitted that one ship-wide breakdown required a 35-hour effort to fix, with the relevant technicians working flat out throughout with no rest.

Naval commanders blamed the problems on inappropriate objects such as clothes or feminine hygiene products being flushed down the heads.

The \$6.2bn *George Bush*, when functioning on top line, is perhaps the most powerful warship in the world. Its air group of more than 90 planes and choppers could defeat many national air forces or navies on its own, and it can steam at a speedboat-like 30+ knots for 20 years without refueling.

However it must be suspected that the mighty vessel's efficiency is somewhat degraded at the moment.

BUSINESS & FARM G

Arkansas Democrat  Gazette

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SUNDAY, OCTOBER 16, 2011

U.S. looking to keep 2 old icebreakers afloat

KYUNG M. SONG
THE SEATTLE TIMES

WASHINGTON — Climate change is melting away the once ice-locked Northwest Passage. China is building its first modern icebreaker in hopes of staking claims to Arctic waters. Frigid polar regions are opening up to increased shipping traffic, scientific exploration and tourism.

Yet the United States is short of icebreakers capable of navigating those still-unpredictable waters that since 2007 it has made the annual supply run to McMurdo Station, the American research outpost in Antarctica, with a ship leased from Sweden.

The nation's two heavy-duty U.S. icebreakers sit sidelined in Seattle, home of the Coast Guard's three-ship icebreaker fleet. The Polar Sea and its twin, the Polar Star, are 1970s-era cutters that have been patched up to keep going past their original life span.

The only working icebreaker is the 12-year-old



MCT/Seattle Times/MARK HARRISON

The Polar Star, a 1970s-era Coast Guard icebreaker, is docked while undergoing a four-year, \$57 million overhaul at Vigor Industrial on Harbor Island in Seattle.

Healy, which boasts elaborate scientific laboratories but can break through only thin ice.

Last week, after years

of hand-wringing over the nation's diminished Arctic ambitions, Congress received what is meant to be the definitive independent analysis

on whether it should build new icebreakers or eke even more service out of the two aged vessels.

Paradoxically, experts say,

the thinning ice will increase demand for icebreakers as more people travel to the hazardous polar environs.

A National Research Council panel in 2006 concluded that the nation's ice-breaking capabilities were inadequate to support its polar missions and urged immediate construction of two ships. Another independent study by ABS Consulting in 2010 said the Coast Guard would need three each of heavy and medium icebreakers — double its current fleet.

Regardless of the latest recommendations, U.S. Sen. Maria Cantwell, D-Wash., is trying to block the service from carrying out a plan that she believes would put the United States even farther behind — mothballing the 33-year-old Polar Sea and raiding it for parts.

Cantwell has co-sponsored a bill authored by Sen. Mark Begich, D-Alaska, to prevent the service from decommissioning the Polar Star before the Polar Star returns to ser-

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Ships

Continued from Page 1G
vice in 2013. The latter ship is undergoing a four-year, \$57 million overhaul at Vigor Industrial on Harbor Island in Seattle. The work will add seven to 10 years to the ship's service.

Cantwell argues that with a fleet containing only one currently working icebreaker, the Coast Guard can't afford to junk the Polar Sea, as decrepit as it may be. Constructing a new icebreaker could take a decade and as much as \$1 billion, money that Congress is unlikely to approve anytime soon.

She said yanking the Polar Sea from service would leave the Coast Guard with no backup heavy icebreaker.

"What happens if something happens to the Polar Star?" she said.

The Coast Guard maintains that retiring the Polar Sea would allow the service to channel resources to reactivating its sister ship. The Polar Sea could be cannibalized for scarce parts.

The 60,000-horsepower Polar Sea was refurbished in 2006, but its engines failed in June 2010. The Coast Guard hasn't fixed the engines because it would cost \$22 million and wouldn't extend the Polar Sea's current service-end date of 2014, said Cmdr. Christopher O'Neil, a Coast Guard spokesman in Washington, D.C.

The Coast Guard, part of the Department of Homeland Security, has asked for \$39 million in fiscal 2012 for its

polar ice-breaking program.

Icebreakers use their thick steel hulls and overhanging curved bows to bust through ice. The Polar Sea and Polar Star can easily break 6 feet of ice at about 3.45 mph, and 21 feet or more by backing and ramming. They carry a crew of 146 and have room for 32 scientists and a year's supply of food. The Healy, which has half the horsepower and needs about half the crew, can break 4½ feet of ice going forward.

The limited U.S. capability to ply frozen waterways has long caused alarm. Thanks to warming polar climates, what was ice is now sometimes water. Some scientists believe that the Northwest Passage, which links the Pacific and Atlantic oceans via Canada's Arctic Archipelago, could become ice-free in the

summer in this century. That would open a shipping route that would be days or even weeks shorter than traversing the Panama Canal.

The result is more traffic — and more potential trouble, said Jeffrey Garrett, a retired Coast Guard rear admiral who has served on all three icebreakers, including as commanding officer of the Polar Sea.

For instance, more than 325 vessels crossed the Bering Strait between Russia and Alaska in 2010, a third more than just two years earlier.

Garrett traveled through the Northwest Passage last month. He saw hardly any ice, unusual for this time of year. Now a Mercer Island maritime consultant, Garrett expects to see more oil drilling, tourism, and scientific and shipping activity in the Arctic.

He fears that the United States is under-equipped to navigate that less-ice-covered world. Earlier this year, Sweden decided to keep its loaner icebreaker Oden closer to home in the frozen Baltic. The National Science Foundation scurried to secure a Russian ship for a forthcoming restocking voyage to McMurdo Station in December or January. The Polar Star and Polar Sea have made those trips in past years.

"You're putting yourself at the mercy of other people's priorities," Garrett said.

Rita Colwell, former director of the National Science Foundation, which runs the McMurdo Station and is the main user of the three Coast Guard icebreakers, agrees. Colwell believes the United States has long ceded domi-

nance in the Arctic to Russia and other nations.

Like Garrett, Colwell served on the National Research Council panel that recommended building two replacement icebreakers for the Polar Sea and the Polar Star. She called it an urgent military, economic and scientific issue.

But Garrett and Colwell are resigned to the likelihood that it may be a long while before a modern icebreaker gets built. So it would make sense, they say, to rescue the Polar Sea and squeeze more life out of it.

Garrett acknowledges that could be akin to pouring money into fixing a beat-up gas guzzler. Still, he said, absent any foreseeable money for new vessels, that "is the only tool we have in the short term."

MAIL CALL

A Rockdale Citizen, Conyers, GA news story about Vince Przybyszewski, ENS '60-61 or "Mr. Ski" as he was known by Edisto shipmates.

Conyers VFW quartermaster recalls his days in Vietnam

Born Vincent Przybyszewsk and raised on the lower east side of Manhattan, his early childhood was inspired by watching MovieTone Newsreels of U.S. Naval fighters and dive bombers taking off just before at dawn from aircraft carriers



in the south Pacific to battle the Japanese Navy. During his teens, he spent two summers working on a dairy farm in upstate New York and then went on after high school to study animal husbandry at Long Island Agricultural & Technical Institute. While there, the Navy made a recruiting visit to the school looking for possible future aviators. After passing some basic scholastic and aviation-oriented exams, he was accepted to participate in the Naval Aviation Cadet program in January, 1959. A childhood dream was coming true.



Left is photo of granddaughter Riley and me alongside the pilot's seat of a Seawolf Huey gunship at the November 2010 Seawolf reunion in Charleston, SC. Same photo as in the Rockdale Citizen..... Vince

was followed by basic flight training and acrobatics in the T-34 at Saufley Field, and then advanced flight training in the T-28 that included formation flying, instrument flight training, and gunnery. He received his wings of gold and a Navy commission (Ensign) in June of 1960, after completing specialized flight training in helicopters.

During the next four years he flew choppers from ships that sailed the high seas from Boston and Norfolk to Panama, New Zealand, Antarctica, the Caribbean and Africa. Then three years as a T-34 flight instructor back in the Pensacola Training Command

In September of 1967, Vince received orders to Helicopter Attack Light Squadron-3 (HAL-3), the 'Seawolves,' Viet Nam, to fly UH-1B 'Huey' helicopter gunships. After some weeks of aircraft familiarization and weapons training in the Huey by the U.S. Army, Vince arrived in Vung Tau, RVN and reported to HAL-3 in February, 1968, during the infamous Tet offensive. Although headquartered in Vung Tau, the squadron deployed as many as 9 detachments throughout the Mekong Delta both land-based, and aboard LST's cruising the Mekong River tributaries. Vince was assigned to Det-3, Vinh Long, an Army base in the middle of the Mekong Delta.

He vividly recalls the events of that day: 'Another new pilot and I had just landed alongside a couple of Quonset huts that served as shelters and maintenance sheds beside the runway for our Det-3 ground crews and as we climbed out of the Army Huey, one of the other Det pilots, Ebb Miller, handed each of us a plate of barbecued chicken and a cold beer. The two detachment gunships had been called away on a firefight mission. Within a minute or so of our arrival, we all observed one of our fire team gunships making an erratic approach to the runway. The aircraft's hydraulics had been shot out and the pilot was attempting a run-on landing so as not to lose control. After coming to a successful landing and stop, we found that the pilot and starboard door gunner had been shot up and one of them had lost a couple of fingers after also being wounded in one leg with gunfire from below during the firefight. Although the wounds were serious, they were not fatal, and I can remember thinking at the time "What the hell have I gotten myself into?"

It didn't take long to find out. The Seawolves always flew their missions and patrols as a fire team of 2 in order to provide support and cover for each other should they be engaged in a firefight. The squadron was originally commissioned to provide air support to the Navy's river patrol boats (PBR's), but was routinely involved in other operations that included finding and destroying Viet Cong river craft and sampans laden with hidden weapons, extracting Navy Seals at night, and providing air cover for special operations, many times at treetop levels. 'We would occasionally receive some return fire, but fortunately none of my crews were ever hit.' The pilot flying the right seat controlled the 14 2.75-inch high explosive rockets while the left-seat pilot had control of the four M-60 flex machine guns.

MAIL CALL

Rockdale Citizen Story continued...

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'As pilots in command of these gunships,' Vince offered, 'we thought the real heroes on these missions were our 18 and 19 year-old door gunners with their hand-held M-60 machine guns. Their skills as marksmen were remarkable. They would stand exposed out on the skids and direct fire on a target during an attack and keep it on target, firing below and behind us, as we broke off to set up for another pass. So in a 2-plane fire team, those door gunners literally covered our asses. I can't put it any more succinctly than that! When engaged in any combat operation, training and discipline are keys to success, but even more important are the heart and courage of the flight crews, especially when you have 'brothers' below you. The thing any friendly in trouble on the ground or on the rivers wanted to hear over his radio was "the Seawolves are on the way." The squadron's reputation as warriors and for courage under fire was legendary throughout the Mekong Delta.

After several months in Vinh Long, Vince was ordered back to Vung Tau to perform duties as a maintenance test pilot. The outlying detachments would rely on the Vung Tau maintenance division to perform certain tasks on squadron aircraft that were beyond the capabilities of the detachment maintenance crews. In August of 1968, one problematic gunship was brought to Vung Tau to have such a maintenance problem evaluated. Vince flew the aircraft to determine the basis of its problem and while putting the aircraft through its paces at 600 feet, a major structural failure occurred that resulted in drive power being lost to the main rotor system. This fully loaded gunship and its crew of four came down like a rock. During the descent, Vince transmitted to the control tower his emergency and fortunately a nearby Army med-evac Huey heard that transmission, spotted the distressed chopper and followed them down to the impact area. The downed crew was taken to the field hospital in minutes.

But the war was over for Vince. 'They literally had to pin me back together,' Vince recalled. 'My right ankle was crushed and I had three compressed vertebrae and a broken left wrist.' Rehab took six months and he was flying again the following February as a maintenance test pilot in the Bell H-57 jet Ranger for HT-8 (helicopter training squadron) at Ellyson Field, Pensacola. Vince was discharged from the Navy in June of 1970 with a VA disability which opened a path for him to attend the University of W Florida, where he earned a Masters degree in microbiology.

Employed as a research microbiologist at CDC in Atlanta, he received a commission with the U.S. Public Health Service, which has the same rank structure as the Navy and he retired as a Commander after 30 years of active duty. He is currently quartermaster for the Conyers VFW, a job he describes as 'Chief Financial Officer with opportunities to solve a range of problems.'

On March 25, 2010, the U.S. Congress passed House Resolution 1228 to honor the veterans and families of HAL-3. Decommissioned in March of 1972 after 6 years of service, this unique squadron wrote a new chapter in Naval Aviation history. The 3000 HAL-3 veterans lost 44 pilots and crewmen killed in action; were awarded 156 Purple Hearts, 31 Silver Stars, 5 Navy Crosses, 101 Bronze Stars, 219 Distinguished Flying Crosses, and many other air medals, Commendations and Citations that made it possibly the most decorated squadron of the Viet Nam war, if not in the history of Naval Aviation.

Asked if he had any closing thoughts regarding his affiliation with the Seawolves, Vince thought a second and then somberly replied: 'I am proud to be a part of the history of this squadron, but more than that, I am honored to have had the opportunity to serve with such courageous men. They brought to life that fantasy I had as a kid as to what I thought Naval Aviation was all about.'

~ END ~

MAIL CALL

We were the recipients of a lot of Christmas cards and emails from many of you shipmates and we thank you all. And we appreciate Maisano and Obst for sending the obituaries for Cooper and Edwards, otherwise we may not have known of their passing. So thank you.



Here is a photo of Jerry & Judy Downs with new additions to their family. Not sure of their age but Jerry says they each weigh 60lbs.



Sandi & Val Patarini →

Assailant suffers injuries from fall

Orville Smith, a store manager for Best Buy in Augusta, Ga., told police he observed a male customer, later identified as Tyrone Jackson of Augusta, on surveillance cameras putting a laptop computer under his jacket. When confronted the man became irate, knocked down an employee, drew a knife and ran for the door.

Outside on the sidewalk were four Marines collecting toys for the Toys for Tots program. Smith said the Marines stopped the man, but he stabbed one of the Marines, Cpl. Phillip Duggan, in the back; the injury did not appear to be

severe.

After Police and an ambulance arrived at the scene Cpl. Duggan was transported for treatment.

"The subject was also transported to the local hospital with two broken arms, a broken ankle, a broken leg, several missing teeth, possible broken ribs, multiple contusions, assorted lacerations, a broken nose and a broken jaw...injuries he sustained when he slipped and fell off of the curb after stabbing the Marine," according to a police report.

Submitted by James Jensen (our Treasurer)

Article Received from
Faye Heidel

There is a 'certain' teacher
who keeps a spray can of
air freshener in her
classroom because . . . !!

24 NAPIER MAIL, OCTOBER 5, 2011

NEWS

Ripper of a speech blasts competition

When Sophie Paterson delivered her speech at the Central Hawke's Bay Primary Schools Rotary Speech Competition last week, her subject matter had everyone in the audience intrigued. And what was before she opened her mouth to say a single word.

Farting was her subject and she won first prize.

Sophie is in year 6 at Flemington Primary.

"I think the title of her speech raised a few eyebrows, but she delivered very well, and really engaged with the audience," says principal Phil Bourke.

"Sophie has had a couple of good weeks as she won the intermediate girls' race at the Central Hawke's Bay interschool cross-country last week, as well."

And a big thumbs-up to her younger brother Ben for holding up the explanatory diagram during her speech and being the, um, butt of one of her jokes!

Here is Sophie's speech.

Farts

Hi, today I am going to talk to you about farts.

Some people think farts are rude and some people think farts



Show stopper: Sophie Paterson's unusual subject matter was a winner.

are funny, like me.

I think farts are hilarious.

Farting is a fact of life. Everybody farts.

The Queen farts, superstars fart and I fart. We will fart until the day we die.

And apparently a person can still fart after death!

Do you know why we fart?

Flatulence, wind or farts, whatever you like to call them, is the production of the mixture of gases in the digestive tract, that are by-products of the digestive process.

The average person farts about 14 times a day, which produces about half a litre of fart gas. (Personally, I think I fart more than 14 times a day).

Farts are made up of the following:

Nitrogen, the main ingredient making up 59 per cent; next behind is hydrogen at 21 per cent; 9 per cent carbon dioxide; 7 per cent methane; 3 per cent oxygen and 1 per cent other stuff!

But listen to this - hydrogen sulphide is the compound that makes them stink!

Here are the top 10 farters:

- 1st Termites
- 2nd Camels
- 3rd Zebras and my pony Free.
- 4th Sheep
- 5th Cows
- 6th Elephants
- 7th Labradors and retrievers
- 8th Humans (vegetarians)
- 9th Human (non-vegetarians)
- 10th Gerbils (also known as the desert rat)

If you are going to fart, do not sit by flames, because farts are very flammable.

Also, they can come motoring out of your bottom at 10kmh.

No wonder some of you have holes in your undies!

Please do not panic if you find yourself trapped in a small space like a closet, as it is impossible to suffocate in your own farts.

Unless Ben (my little brother) is in there with you!

Anyway next time you fart, don't think it's rude. Just know that everybottie, oops, I mean, everybody, farts.

Thank you for listening to my fartastic speech.

Here's a little poem that I'd like to share with you.

"A fart can be useful
It gives the body ease.
It warms the bed in winter
And suffocates the fleas."

CONVICTED IN THE SCANDAL.

Allen: U.S. lacks ability to stem an Alaska spill

WASHINGTON — The U.S. Coast Guard does not have enough working icebreakers to respond to a major oil spill in Alaskan waters, the top official who oversaw the containment of the BP spill warned Congress on Friday.

"The current condition of the Coast Guard icebreaker fleet should be of great concern to the senior leaders of this nation," Adm. Thad Allen testified at a House transportation subcommittee hearing.

Allen said two of three ice breakers do not work, and decisions on future funding for the fleet continued to be delayed.

— *Tribune Newspapers, news services*

Clipping received from
Val Patarini

USS EDISTO REUNION 2012 REGISTRATION FORM

Crowne Plaza, Melbourne, FL Make Reservations by calling 1-321-777-4100 and tell them you are with the Edisto Group or go online: <http://cpmelbourne.com>. If making reservations online use code "AGB"

Last Name:	First Name:	Nick Name:	Spouse Name:	Guest Name:
Street Address:		City	State	Zip Code
Email Address:	Telephone	Cell Phone	Service Number:	
Emergency Contact:	Emergency Phone Number	Rate:	To Onboard	

Arrv_date	Dep_date	Room Nites	# in Party	Fly	Auto	Handicap (Yes/No)	Wheelchair (Yes/No)	Rm Rsrvd (Yes/N
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Food Allergies:
(If Yes, what type) _____

Special Accomodations:
(If Yes, what type) _____

Event Registration (Single \$25/ Couple \$40) _____		If not staying at Hotel (Single \$30/Couple \$50) _____	Total _____
SUN April 22nd	Welcome Buffet Two (2) entrees to choose from plus salads & desserts	\$25 per person X _____	
MON April 23rd Tour 1	Astronaut Hall of Fame, Rocket Garden, Astronaut Memorial, Apollo Exhibit and Kennedy Space Center <i>(Includes Admission, Bus and Lunch with Astronaut)</i>	\$82 per adult X _____ \$102 per adult X _____ \$62 per child X _____ \$76 per child X _____ <small>(Includes Special Tour)</small>	
TUE April 24th Tour 2	Victory Casino Cruise - Scenic bus tour of Cocoa Beach & Cape Canaveral and 5-hour cruise on the Victory Fee includes Admission, Bus and Lunch (\$25 Free Slot Pay)	\$35 per person X _____	
WED April 25th	AM Business Meeting PM Fairwell Banquet	\$35 per person X _____	
THU April 26th	Check Out	Personal Check# _____	Total \$ _____

Prices quoted herein for tours and meals are inclusive of service charges, state & local tax and gratuity

Room reservations may be cancelled without penalty 24 hours before scheduled arrival.

Registration forms received on or before March 20th will eligible for a Early Bird Drawing with the winner receiving one (1) night Free lodging. A drawing will be held during the Welcome Buffet Dinner, April 22nd.

DEADLINE for Registration

Event registration form and money are due March 20th at which time the Association will pay for bus transportation, meals admission tickets for tours and attractions. **Refunds cannot be paid after payment to Hotel and Attractions are made.**

Make a copy of the completed form and submit the registration form and check to Glenn Smith, P.O. Box 747, Mims, FL 32754-0747. Call me if you have questions: (321) 269-5637 or Cell# (321) 222-8724 or email: ussedisto@cfl.rr.com

Robert Good Photography
451 North Court Street
Circleville, OH 43113
740-412-7461
circlebob@columbus.rr.com
MilitaryReunionPhotos.Com

Dear Members,

I am a retired military photographer and it my pleasure to provide professional photo services at your reunion. We will cover different events such as the banquet/dinner, the hospitality room/history displays, dedications, groups, and portraits of all attendees. Tours may also be covered.

Our photos are reasonably priced and we accept major credit cards. We print most of the group photos on site, complete with your ship, unit, or other historic insignias. All 8x10 groups are offered at \$12.00. All candid pictures will be placed on our web-site for all to view and purchase any wanted pictures at a very reasonable price.

We also produce the very popular memory book. This all color book is made-up of events of your reunion. Pictures of your members alone will make the book a valuable historic keepsake for your organization members. Orders for the book will be taken the night of your banquet or if you would like to place your order now, complete and mail the form below with your check for \$30.00 or enter your credit card information. The completed all color 8.5x11 book, will be mailed directly to your home. Pictures of all attendees will be included in the memory book, along with pictures of other events and candid photos.

A comment from Tom Tramantano, 2010 President of USS America Carrier Veterans Association, "This is the best memory book we have ever had". We encourage members to submit written histories, old photos, etc., to be included in the publication.

All pictures taken at your reunion can be viewed on line at <www.seemyprints.com>. All candid photos and group pictures may be ordered at this site. Memory books however, have to be ordered by the night of the banquet, because we need to know how many books to print.

USS/USCG Edisto 2012 Memory Book Order Form

Name: _____

Address: _____

City: _____ Zip: _____

Credit card used - circle one: MasterCard American Express Visa Discover

Number: _____ - _____ - _____ - _____ Expires: _____ - _____ Three digits on back: _____

Mail to the address at the top of this page. If you are paying for your book at the banquet, please bring this completed form with you.