

# Kee



# Bird

**Volume 6 - Issue 1**

**USS EDISTO AG89/AGB2**

**Spring/Summer 2012**

**Meet Mary Deegan, our new VP.**

Hi Ship Mates,

I'm Marty Deegan, recently elected Vice President of the USS Edisto Association. I served on the Edisto from 1960 to 1962 and made two north cruises and one south.



My wife Patti and I have been married for 23 years and have 3 children and 4 grandchildren.

After leaving the Navy I became a plumbers helper and 3 years later, started my own business, which I developed for 45 years. I closed the company in 2009 and retired. We live in Toms River, NJ. I love boating and playing golf and Patti and I enjoy dancing and travel.

I look forward to working with everyone to keep our association moving forward and hope to see you all in Nashville next year!!

Marty

**Congratulations to Russell (Russ) Clark** for being our first Coast Guard member. Russ has shared with us his 1967 cruise book which I have scanned into digital form and will post on the website [www.windclass.org](http://www.windclass.org). Thanks Russ.

**Officers elected at the business meeting in April 2012 are as follows:**

- President: Gerald Downs Reelected
- Vice President: Marty Deegan
- Treasurer: James Jensen Reelected
- Secretary: William (Tiny) Gallant Reelected

There are currently 3,421 names in our USN/USCG database. Of that number, 362 have joined the Association and 316 are deemed to be Active Members.

Don Giebner sent me an article titled "Southern Exposure," that appeared in the Fleet Reserve Association magazine, a scary story about Jim Landy and other cancer victims that they think may have been caused by the nuclear power plant that operated in McMurdo from 1964 to 1973. It was intended that we share the story with everyone but it is too large for this newsletter. My recommendation to those that wish to learn more about this is to try and get copies from either the author Lauren Armstrong or the FRA.

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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

# Davy Jone's Locker

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<u>Name</u>	<u>Rate</u>	<u>Onboard</u>	<u>Date of Death</u>
Larry Ballard	ADR3	58-61	February 28, 2012
Darryl Kay	CS3	64-65	April 8, 2012
Richard Rossey	RM3	63-65	November 17, 2011
George J. Saner	BM1	57-61	May 23, 2012
Stanley Schwade	SN	51-52	August 2, 2012
Alexander Werner	AV1	47-48	March 16, 2012

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## Obituararies

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**Darryl Val Kay**, 71, of Cape Coral took his last Harley ride to heaven Sunday April 8, 2012. He was born in Cleveland, OH January 22, 1941 to Jack and Florice Kay. Darryl served his country honorably with the U.S. Navy from 1960 to 1966. He married Beverly Coffey in 1967 and lived in Fairview Park, OH where he as a journeyman plumber. Darryl moved to Cape Coral in 1979 and began working for Franzese Plumbing until 1999. He was a member of the Hot Chili Rods Car Club and Eagles Aerie 3957. Survivors include his wife of 44 years, Beverly, his son Darryl (Gillian), his daughter Heather (Ed) Batha, his sister Nancy Hankins, four grandchildren; Devin and Brennan Kay and Emily and Maddison Batha all of Cape Coral, and numerous nieces, nephews, and cousins. A memorial service will be conducted 2:00 PM Saturday April 21, 2012 at Fuller Metz Funeral Home in Cape Coral. Memorial contributions may be made to Hope Hospice, 9470 Health Park Circle, Ft. Myers, Fl 33908. Please visit [www.fullermetz.com](http://www.fullermetz.com) to view Darryl's Life Tribute video and share a memory with his family.

**Larry Joseph Ballard**, age 71, of West Alexandria, OH., and formerly of Lewiston, Idaho, died Tues. Feb. 28, 2012. Larry is survived by his wife of 50 years, Barbara Ann (Roosa), their children, Theodore of Vincennes, IN., It. Col., USAF, Christopher (Tracy), of Springfield, VA., Samuel of Springfield, and GMC,USN, Joel (Pamela) of St. Augustine, FL., 6 grandchildren, Sean, Harrison, William, Kathleen, Maryn and Nicholas, his siblings, Rev. Dr. Marjorie A.B. Thompson and James M. Bates and nieces and nephews. Larry was preceded in death by his parents Harry J. and Mamie L. Ballard, siblings, Monalee B. Warvel, Malvena B. Mitchel and David M. Bates and his daughter, Kathleen Renee Ballard. A man of many talents, Larry was an excellent cook, baker and woodworker. He had graduated from West Alexandria High School in 1958. He served in the United States Navy from 1958-1966 as a commissaryman aboard the USS McClellan, USS Edisto (during Operation Deep Freeze Antarctica), the USCGE Eastwind and USS Mississinewa. After an Honorable Discharge from the Navy, Larry worked as a police detective until 1970, owned his own painting and wallpaper business, Ballard and Sons' and then went on to train and work as a funeral director and embalmer in Washington state and Idaho. Larry earned Associate of Arts Degrees in both criminal justice and mortuary science. He was a member of King Hiram F & AM #88 and the Kiwanis Club. A graveside service will be at 10:00 A.M. Thurs. Mar. 8, 2012 at Fairview Cemetery, immediately followed by a memorial service and reception at Salem Evangelical Lutheran Church. Funeral arrangements are being coordinated by Lind loff-Zimmerman Funeral Home. In lieu of flowers, the family requests donations to the Salem Evangelical Lutheran Church Men's Ministry.

**George J. Saner**, born August 28, 1925, passed away peacefully on May 23, 2012 in Fair Oaks, California. Born in Bowie, Arizona to: Oliver and Beuna Saner. Preceded in death by wife Verna P. Saner. Survived by siblings Art Saner of Indiana and Ollie B. Chapman of Arizona; children, Eugene Doyle and Carol Woo; grandchildren: Aaron Doyle, Colleen Cecchettini, Kevin Woo, and Wayne Woo; great-grandchildren, nieces and nephews. George served the [U.S. Navy](#) for 20 plus years. Upon leaving the Navy, George worked for the transportation industry. A visitation will be held on Thurs, May 31 from 4-8:00pm. Funeral Service on Friday, June 1 at 11:00 am. Both services held at **Mt. Vernon Memorial Park** 8201 Greenback Lane, Fair Oaks, CA with Burial and full Navy Military Honors to follow. For complete obituary visit [www.mountvernonmemorial.com](http://www.mountvernonmemorial.com). Donations in George's honor can be made to the Placer County Sheriff 10-35 Foundation.



Published in The Sacramento Bee on May 30, 2012

# OBITUARIES

3/28/12

Dear Glenn,

Jarry loved the Navy, so when I ran across this application & reunion info. he had kept, I decided to let you know that he passed away February 28, 2012. He would have been 72 the 26<sup>th</sup>. I also found several copies of the newspaper clipping. You may have your own (if you also went to the pole).

Anyway, I met Jarry (Joe) when he was home on a 30 day leave for his dad's funeral. We dated a "short" time, he went back out to sea, & we corresponded a lot -- back when there was only snail mail! We were married 50 years July 26<sup>th</sup> 2011.

We had four sons & a daughter. Right now I'm staying with a son & daugh.-in-law in Jax. Joel left on his last cruise this morning before completing 24 yrs. & retirement (unless he's extended 3 more.) He was here on emerg. leave. (3 grandchildren boy 16, girl 13, & boy 8) of Joel & Parns.

The oldest son Ted is a pilot, but driving a gasoline truck at present & is single, living in Indiana. He was in the Navy 6 yrs., going to school

Chris, our 2nd oldest is a Lt. Col in the Air Force, also 24 yrs, ready to retire in about a year. (also 3 children - boy 20, boy 16, & girl 9). They're in Springfield, VA.   
 of Chris & Traaja

Sam, also in Springfield, is an RN and working at present in a doctor's office. Their sister, Kathleen was killed in an accident at 18, in 1994.

(Over)



## OBITUARIES

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### Barbara Ballard's letter continued from previous page ....

*So, this is the second hardest thing I've ever gone through. Larry was a good husband, father, & grandfather & was talented in many ways. Besides being a great cook & baker (giving home-made bread) he made a lot of beautiful things woodworking.*

*I hope you remember him & were friends.*

*Sincerely,*

*Barbara L. Ballard*

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### Stanley N. Schwade (51-52)

Stanley Schwade, 83, of Summerville, SC passed away on Thursday, August 2, 2012. Son of the late Leon Schwade and Blanche Wittover Schwade Kostrinski, he was born in Brooklyn, NY. He is survived by his children, Leonard Schwade, and Jessica Shirley; and three grandchildren, Stephen Schwade, Matthew Schwade and Hailey Shirley. Prior to living in Summerville he was a resident of Ocala, FL. He served in the US Navy and later worked in the food production industry. He will be greatly missed.

### Alexander Werner (USS Edisto '47-48)

Alexander Werner, 83 years, of New Tripoli, passed away on Friday, March 16, 2012 at Lehigh Valley Hospital, Muhlenberg. He was the widower of Carol J. (Glaspy) Werner. Born in Bronx, NY he was the son of the late Alexander, Sr., and Hedwig (Ludwig) Werner. He was an aeronautical engineer for Fairchild Republic of Long Island. Alexander honorably and faithfully served in the [United States Navy](#) during [WWII](#) and the [Korean War](#). He was a member of the Mid Island Dahlia Society in Long Island and a member of Weisenberg & Lowhill Historical Society. **Survivors:** daughter, Carol Jean McCarthy and husband William of Murrells Inlet, SC, sons; Wayne A. and wife Margaret of Vernon NJ and Craig W. and wife Adele of Port Richey, FL, sisters; Madeline and Josephine both of Long Island, grandchildren; Allison and Scott McCarthy, Jessica Werner, Heather Rice and husband Carl, Kyle, Ryan, and Leslie Werner, nieces and nephews.





## Navy Sets New Standards for Future COs

Jun 13, 2012

[Stars and Stripes](#) | by Erik Slavin

1

[Add a Comment](#)



YOKOSUKA NAVAL BASE, Japan -- The Navy is standardizing the way it evaluates prospective commanding officers, to include assessments from peers and subordinates during the screening process for ship captains, according to an order issued earlier this month by Chief of Naval Operations Adm. Jonathan Greenert.

The June 4 instruction makes command leadership school mandatory and sets servicewide standards for command qualifications that had been left up to the myriad officer communities within the Navy.

The directive comes in the wake of dozens of dismissals of commanding officers in recent years. [Ten commanding officers have been relieved this year](#) for problems ranging from mishandling classified materials to extramarital affairs and personal misconduct. Another 23 commanders were relieved in 2011.

The biggest change comes within the Navy's surface warfare community, where department heads will be subject to a 360-degree evaluation pilot program beginning no later than June 2013, according to the instruction. Although details of the program have not yet been announced, 360-degree evaluations typically include input from subordinates and peers, as well as supervisors.

## Navy Fires 10th CO This Year

May 09, 2012

[Stars and Stripes](#) by Sandra Jontz

NAPLES, Italy -- The Navy fired its 10th commanding officer of the calendar year Tuesday.

Vice Adm. Frank Pandolfe relieved Cmdr. Derick Armstrong, commanding officer of the guided missile destroyer USS The

Sullivans, "as result of an unprofessional command climate that was contrary to good order and discipline," according to a Navy news release.

Armstrong took command of The Sullivans on Nov. 7, and has been administratively reassigned to the staff of Destroyer Squadron 14, the released stated. Capt. John Esposito, now the deputy commander of Destroyer Squadron 60, temporarily has assumed command of The Sullivans until a permanent replacement is assigned.

The Sullivans is nearing the end of a regularly scheduled deployment in the 6th Fleet area of operations, and the removal of the commanding officer "will not affect the ship's ability to conduct the current mission or return to its homeport" of Mayport, Fla., as scheduled, Navy spokesman Lt. Cmdr. Marc Boyd said. He declined to provide details of what led Navy leaders to determine The Sullivans crew worked in an unprofessional command climate under Armstrong's command. Navy officials already had removed Armstrong's biographical information and photograph from the ship's official website by the time the news was publicly released.

Last year, 23 commanding officers were relieved of their duties for varying levels of inappropriate conduct. Last week, the Navy relieved Cmdr. Dennis Klein of command of the submarine USS Columbia because of a loss in confidence in his ability to serve effectively, a Navy official said. His termination was not related to misconduct, however; it was for inadequate performance in administration and operations leaders observed over an extended period of time, the official said.

This article is provided courtesy of *Stars and Stripes*, which got its start as a newspaper for Union troops during the Civil War, and has been published continuously since 1942 in Europe and 1945 in the Pacific. *Stripes* reporters have been in the field with American soldiers, sailors and airmen in World War II, Korea, the Cold War, Vietnam, the Gulf War, Bosnia and Kosovo, and are now on assignment in the Middle East.

*Stars and Stripes* has one of the widest distribution ranges of any newspaper in the world. Between the Pacific and European editions, *Stars and Stripes* services over 50 countries where there are bases, posts, service members, ships, or embassies.



*Any man who may be asked in this century, what he did to make his life worthwhile, can respond with a good deal of pride and satisfaction, "I served in the United States Navy!"*

Pres. John F. Kennedy

# ICEBREAKERS

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## US uses Russian icebreaker to get fuel supplies to Antarctica

<http://www.stripes.com/news/pacific/japan/us-uses-russian-icebreaker-to-get-fuel-supplies-to-antarctica-1.168398>

By **SETH ROBSON**

Stars and Stripes

Published: February 12, 2012



Courtesy of National Science Foundation

The Russian icebreaker Vladimir Ignatyuk cut a channel through Antarctic sea ice late last month so that a Military Sealift Command tanker could deliver millions of gallons of fuel to McMurdo Station.

McMURDO STATION, Antarctica — The U.S. is relying on a Russian icebreaker to deliver supplies to its main base in Antarctica thanks to continued problems with its own shrinking fleet of the cold-water vessels.

Late last month, the Russian icebreaker Vladimir Ignatyuk cut a channel through Antarctic sea ice so that a Military Sealift Command tanker — the Maersk Peary — could deliver millions of gallons of fuel to McMurdo Station. A second MSC ship, the Green Wave, also is bound for McMurdo and will need the Russian icebreaker's help to deliver supplies and equipment that will sustain the station through the harsh Antarctic winter.

The job of cutting supply channels through the ice has traditionally fallen to the U.S. Navy and Coast Guard. However, the military's inaction on updating its fleet has led to an increased reliance on foreign vessels.

The U.S. has only one operational icebreaker, the Coast Guard Cutter Healy, which has been busy escorting a Russian-flagged tanker through the iced-over waters in the Bering Sea to supply Nome, Alaska.

The Coast Guard owns two other icebreakers, but the Polar Sea is being decommissioned, and the Polar Star is being refitted at a cost of \$62.8 million, according to Lt. Eric Quigley, a capabilities manager with the Coast Guard.

The shortage of U.S. icebreakers, which cost \$1 billion each to build, contrasts with a large Russian fleet that comprises more

than two dozen of the massive ships, including several nuclear-powered vessels.

Russian icebreakers are in high demand to escort commercial shipping along the Northern Sea Route that follows Russia's northern coast through Arctic waters between the Pacific and Atlantic oceans, according to Cmdr. Steve Wittrock, a Coast Guard budget officer.

The route is open for only two months each year, and moving sea ice means ships risk being trapped. However, the route is far shorter than traditional sea lanes connecting Europe and Asia, he said.

The potential need for more U.S. icebreakers was signaled in a Government Accountability Office report last month. The report warned that the Defense Department lacks a clear strategy for ensuring it will have the resources to operate in the Arctic, which is gaining strategic importance as melting ice opens new shipping possibilities and potential access to untapped natural resources.

While the DOD has begun to assess the capabilities needed to better operate in the Arctic's harsh environment, the report said, it needs to better prepare to meet the challenges of navigating in the Arctic, where the U.S., Russia and other nations are competing for control of potentially valuable resources. "Uncertainty involving the rate of Arctic climate change necessitates careful planning to ensure efficient use of resources in developing Arctic needs such as basing infrastructure and icebreakers, which require long lead times to develop and are expensive to build and maintain," the GAO stated in its report.

Warming temperatures in the Arctic mean there will likely be more fishing, oil exploration and tourism there in the future that would likely require a greater Coast Guard presence, Wittrock said.

"There is an expansion in the level of maritime activity in the Arctic with generally decreasing ice coverage," Wittrock said. "We are working with partners to understand what we might need beyond those two polar icebreakers."

Extreme weather in the Arctic and a lack of infrastructure mean icebreakers are a good way to get Coast Guard resources into the region, he said.

Lt. Benjamin Morgan, who works in the Coast Guard's mobility ice operations division, said icebreakers can also support science missions, enforce U.S. sovereignty in its territorial waters, perform search and rescue and enforce laws.

"Their icebreaking capabilities make them ideal to conduct these missions at high latitudes," he said.

# REUNION NEWS

## REUNION NEWS

The 6<sup>th</sup> reunion of the Edisto was held April 22-25, 2012 in Melbourne, FL Oceanfront. In attendance were 83 shipmates and guests. Commencing with a welcome dinner on Sunday, April 22<sup>nd</sup> the group then toured the Kennedy Space Center (KSC) on Monday,



The tour involved all the exhibits at KSC and lunch and photo session with Astronaut Jon McBride.



Duane Green and Richard Griswold with Jon McBride



Here several members of the Edisto group sit on the fantail of the Victory Casino Cruise ship listening to live entertainment while soaking up the Florida sun.

## 2012 Reunion Attendance

Last_Name	First_Name	Onboard
Adam	Jerry & Marlene	53-56
Andrews	Bruce & Eleanor	48-52
Carlan	Sharon	
Conaway	Preston & Glenda	58-60
Cuocco	Jason	
Deegan	Marty & Patti	59-62
Dixon	Richard	
Donnelly	Frank P.	62-64
Downs	Gerald & Judy	60-62
Duignan	John J.	61-63
Dykas	Richard & Mitzie	58-60
Dykas	Ron & Nancy	
Gallant	Bill & Cahty	60-62
Green	Valerie	
Green	Duane & Betty	47-48
Griswold	Richard E.	53
Gutterman	Joel & Joanna	
Heidel	Warren & Faye	62-64
Isachsen	Eric & Kit	64-65
Jensen	James & Norma	60-62
Johnson	Edward & Benthia	63-65
Koenig	J. Weldon	58-60
Koski	Ray & Pat	61
Madej	Robert F.	61-64
Maisano	Frank & Kathi	55-56
Mallet	Ronald J.	58-64
Marx	Thomas & Laverne	56-61
Meyer	Rudy & Pattie	64-65
Montgomery	Thomas & Lynn	64-65
Moody	William & Dana	64-65
Moorhead	Charles & Elizabeth	64-65
Morris	Alexander & Carol	59-61
Nally	Gerald & Angela	64-65
Neilsen	Kenneth & Nancy	63-65
Paulk	Virgil H.	47-48
Reitmeyer	Robert E.	64-65
Sandman	Jerry & Pat	63
Seymour	Sapaleto J.	61-63
Simmons	Larry & Gina	63-65
Smith	Lyman & Barbara	62-64
Smith	Glenn & Kathie	60-62
Spooner	Carl & Beverly	70-71
Strano	Joseph M.	64-65
Strayton	George & Victoria	62-64
Ward	James & Maureen	64-65
Weber	Robert L. & Sarah	61-65
Weber	Robert A. & Valerie	62-64
Wells	Yvonne	
Whelan	Frederick & Ann	64-65



# REUNION NEWS

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## 2013 Reunion – Nashville, TN

Glenn Smith

Mark your calendar for September 18-22, 2013 for the seventh (7<sup>th</sup>) reunion of the Edisto Association. I have signed a contract with the Holiday Inn Opry Airport. Much more details will be released in future newsletters along with registration info.



Tours are planned to visit the Ryman Auditorium, the



Country Music Hall of Fame and Saturday night show at the Grand Ole Opry.

Friday night will feature a buffet dinner while being entertained by popular duo Dave and Daphne, well known entertainers in Nashville.



Since the first reunion in 2004, reunions have been held about 18 months apart and east of the Mississippi River. This was because the ratio of shipmates living in the East versus West was greater than 50 to 1. However, as more shipmates were found the number has changed. Among the current living shipmates, **818** live in the Eastern states whereas only **76** live in the West. Most of the reunion attendees live on the east side of the river.

The past and future reunions are shown below.

- 2004 Charleston, SC
- 2006 Chattanooga, TN
- 2008 Newport News, VA
- 2010 Warwick, RI (Boston area)
- 2012 Melbourne Beach, FL
  
- 2013 Nashville, TN
- 2015 ??

There has been some discussion about holding a reunion in the west and while not opposed to doing so, logistically it would be difficult and expensive for me to make a couple trips out west to arrange/coordinate a reunion. Especially a reunion that involves as many tours and meals as has been our practice.

Obtaining proposals from the hotels is just the beginning and quite easy to obtain but performing site checks to see if the hotel and destination area is what we would want to see as a group is both expensive and time consuming. It almost always involves two trips to a location and sometimes three. The first is to survey the area hotels and attractions. Second trip is to visit the “short list” of hotels that meet our requirements and then make a selection. Finally, if a good contract is obtained from a hotel, then the focus shifts to meals and attractions. These factors may occasionally - but not often - require another trip to nail down the type of meals and tour activities. The further away the destination, the more difficult it becomes to negotiate and arrange a reunion.



# MAIL CALL

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Duane L. Green

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West Chester, PA. 19380

Forest Resources

(610)  
~~215~~ 696-1577  
MAY 8, 2012

GLENN & KATHY

Betty and I were just about to send you an e-mail thanking you for all your wonderful work and then, GLENN, your "Just a Piece of Cloth" letter arrived. Thank you so very much for sending that to me, an old WWII Marine. I was born in 1927 and joined the Marines when I was 17. Most of the kids I grew up with who were born in 1926 simply didn't make it. I lost lots of childhood friends, but was fortunate to spend only a short time in the Phil. Naval Hospital in Aug/Sept of 1945. Thank you so very much!!

Betty, Valerie & I are especially indebted to you two for adopting us as "EDISTO family." Just for your knowledge, we five Marines who drove tractors, and the two helicopter pilots who flew us in to the proposed base camp sites, when the ice falls were too steep for tractors, we all had some lands named after us. My piece of ice is south of India by the Shackleton Shelf Ice, where I led the tractor party into the remote Burger Jakob area. It was nice of the NAVY to do that.

I'll be 86 when the WASH WHITE Reunion takes place, and we three plan to be there!! Thanks again for all you two do for us.

Golly - and Duane





# MAIL CALL



WE FIVE MARINE TRACTOR  
DRIVERS AT THE BRITISH  
STATION PRAMER PENINSULA,  
FEBRUARY 21-22, 1948  
BARK BAY, LEFT TO RIGHT  
ERNIE HATCH, WILBUR REIST,  
LOUIE PETERSON  
FRANK ROW, LEFT TO RIGHT  
GEORGE ALGEROW & ME  
THE BRITISH WERE LIVING IN  
HERE 4 YEAR ROOMS & CLAIMED  
THIS LAND FOR ENGLAND.  
WE FIVE DID ALSO CLAIM  
LAND FOR THE U.S. AT EVERY  
PLACE WE SET UP CAMPS.  
DUPPE  
GEORGE, Pete & I were on the  
Helping Our Heroes EP150



## MAIL CALL

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**From:** Duke Ross [mailto:dross7@sbcglobal.net]  
**Sent:** Thursday, January 26, 2012 3:19 AM  
**To:** glennsmith@cfl.rr.com  
**Subject:** Edisto

My name is Duncan Ross. My father John Ross was a Chief Engineman on the Edisto in 47-48. Sadly he died from cancer in 1951 - probably due to radiation exposure - he was also at Operation Crossroads.

I do have a collection of slides he took during the cruise. They are also digitized so they could be put on the web for sharing. A few of them are really good helo pictures,

Hope to hear from you,  
Duncan

**Editor's note:** For those of you that have access to a computer, here is the link to Duke's Flickr account where he has posted his dad's photos. Copy and paste into your web browser.

<http://www.flickr.com/photos/dukester/sets/72157629044292643/>

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Grumman Duck



John Ross (right) and unknown person. circa 1947



1947 Equator Crossing

## MAIL CALL

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In the book "Operation Deepfreeze 1" on page 108 is the first temporary base that was set up. The permanent base was to be built in the valley next to this.

Jerry Adam

~ ~ ~

"from my log book written at the time"

'October 30, 1955

Left Boston at 1500 for Operation Deepfreeze. Had trouble leaving harbor because of too much draft of ship." Comments: due to excess cargo we were carrying on board.

*"December 20, 1955*

**Arrived at Destination. Tied up to the edge of the ice and started unloading. I spent the day out on the ice up at the base camp. Was the 1st man to stay there alone. The first man to pitch a tent there. Base camp is at Scotts old camp 35 odd miles from where the ship was moored. Rode back and forth by helicopter. Tuck SKI arrived about 1/2 hour after I did. Noon others came and we set up a camp. On the return trip we saw Amundsen's camp from the air. Met the first plane in from New Zealand and escorted it back to the air strip five miles this side of the camp.**



**Tent with radio and supplies where Jerry Adam spent the night**

Comments: In the book Operation Deepfreeze 1 on page 100 is a staged picture of some of the winter-over party using that radio I had set up. This picture was taken by the reporter who came in that afternoon. On page 108 and 109 shows the original camp that was set up that day. The wooden building is Scott's cabin. The aircraft was the first land-based plane to ever fly into Antarctica successfully. Not sure about that five miles, actually I think it was much closer.



## MAIL CALL

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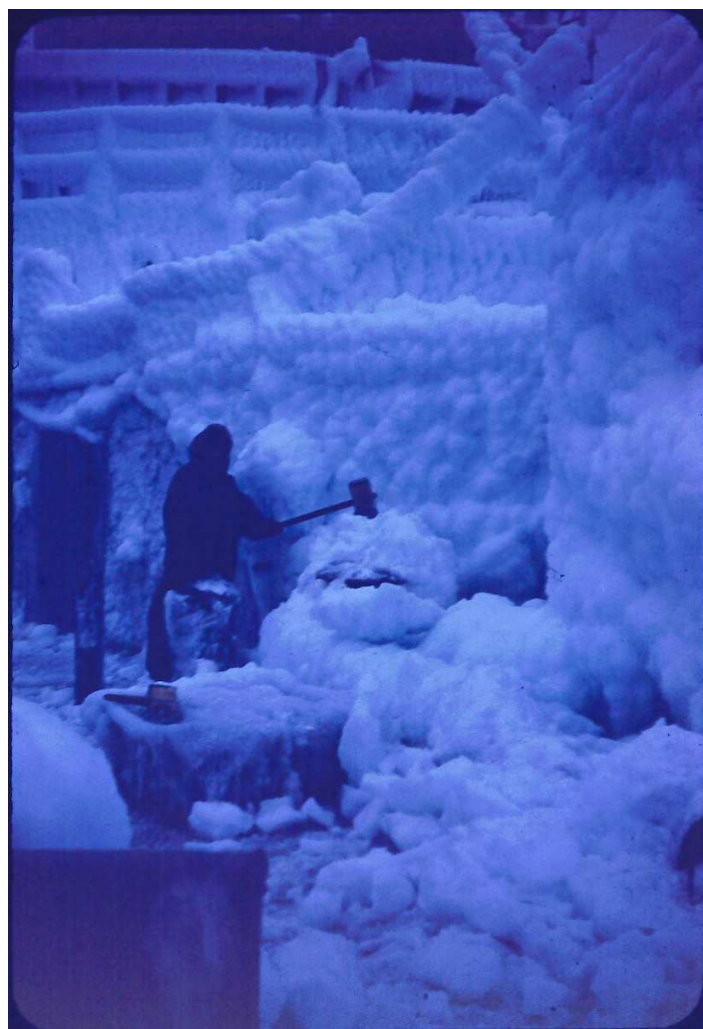


EDISTO ACRES

From Jerry Adam's Log

*February 12, 1956*

*"Today the ship claimed some land. We came across an uncharted bay and named it Edisto Bay. There was a flat spot of land sticking out into the bay. This became known as "Edisto Acres". The land was claimed by the crew of the Edisto and each hand claimed an acre of land as homestead"*



*February 16, 1956*

*"... Working party at 1AM to knock off ice from bits and chocks which formed all over ship from spray and water coming over focsle. Arrived Little America in morning. Got the cargo from Wyandot by boat and tied up to ice shelf. Ice shelf was quite high this time as the former mooring spot had fallen off. Top of shelf is about 15 feet above the main deck."...*



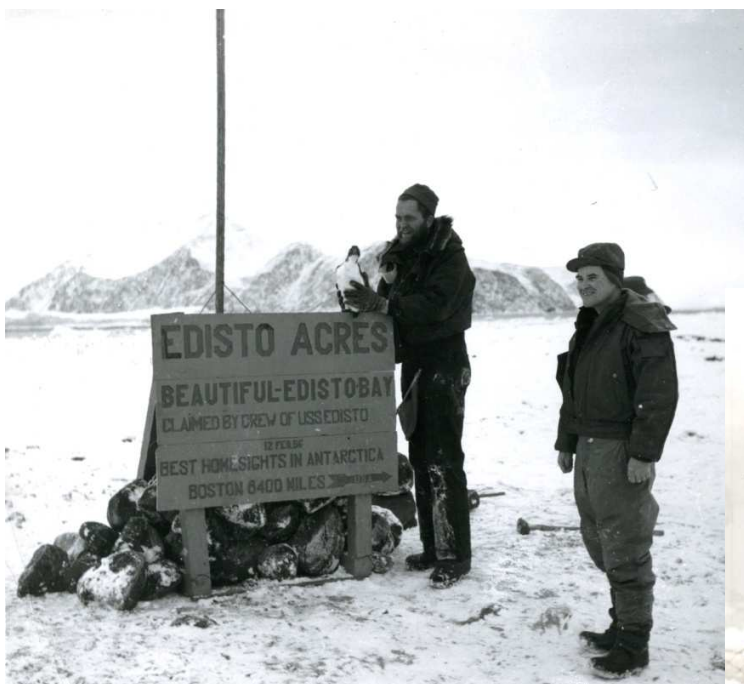
# MAIL CALL

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**From:** Tom Redwine [<mailto:terco1@charter.net>]  
**Sent:** Monday, January 30, 2012 10:33 AM  
**To:** Glenn Smith  
**Subject:** Reunion

Hi Glenn, My name is Thomas Redwine, DK3 later DK2 in USNR. I served on board the big "E" two separate times 1956-58 and again 1959-60. I am the one who was also stationed on the USS Observation Island down at the Cape. But anyway I am sending you about 25 or 30 pictures and articles from mostly the 1957 era aboard the Edisto. They should arrive by Thurs. of this week USPS Priority Mail. I cannot make the convention due my boss sending me to a different convention. I am a Director of a Museum and just can't get out of this assignment. The bad thing it is the same time you have ours. I have put name and address labels on all of the items. If you see duplicates just keep them. However I would like the rest back. Hope you can use these in some sort of display. Feel free to copy any and all of them. Sorry to miss the convention.

Sincerely,  
Tom Redwine, DK3, '56-60



Edisto Acres



Jack: To Conepone, CSN from "Arctic Bill" Summer '57

# MAIL CALL

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In addition to some great photos, Redwine shared this bit of information on the Edisto also. This page was copied from a part of a "Welcome Aboard" pamphlet given to crew members reporting aboard.

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U.S.S. EDISTO (AGB-2)  
c/o Fleet Post Office  
New York, New York

## DESCRIPTION AND HISTORY OF SHIP

Length:	269 ft.	Draft:	27 ft.
Breadth:	63 ft.	Displacement:	6,000 tons

**FUNCTION** - Icebreakers are specially designed ships whose normal function is to escort ships through sea ice. Other functions are keeping normal shipping lanes open and making ice reconnaissance patrols. Hydrographic and meteorological missions are frequently carried out in areas inaccessible to vessels normally assigned those duties. An icebreaker is ordinarily assigned several of those jobs simultaneously.

**PROPULSION** - Diesel electric drive, twin screw, (A bow propulsion motor is installed but the shaft and screw have been removed. Total available horsepower - 10,000

**HISTORY** - The U.S.S. EDISTO (AGB-2) is named after Edisto Island, South Carolina which in turn is named after the Edisto Indians who originally inhabited the area. The island is noted as a vacation spot and has as its main attraction an 900 acre state park.

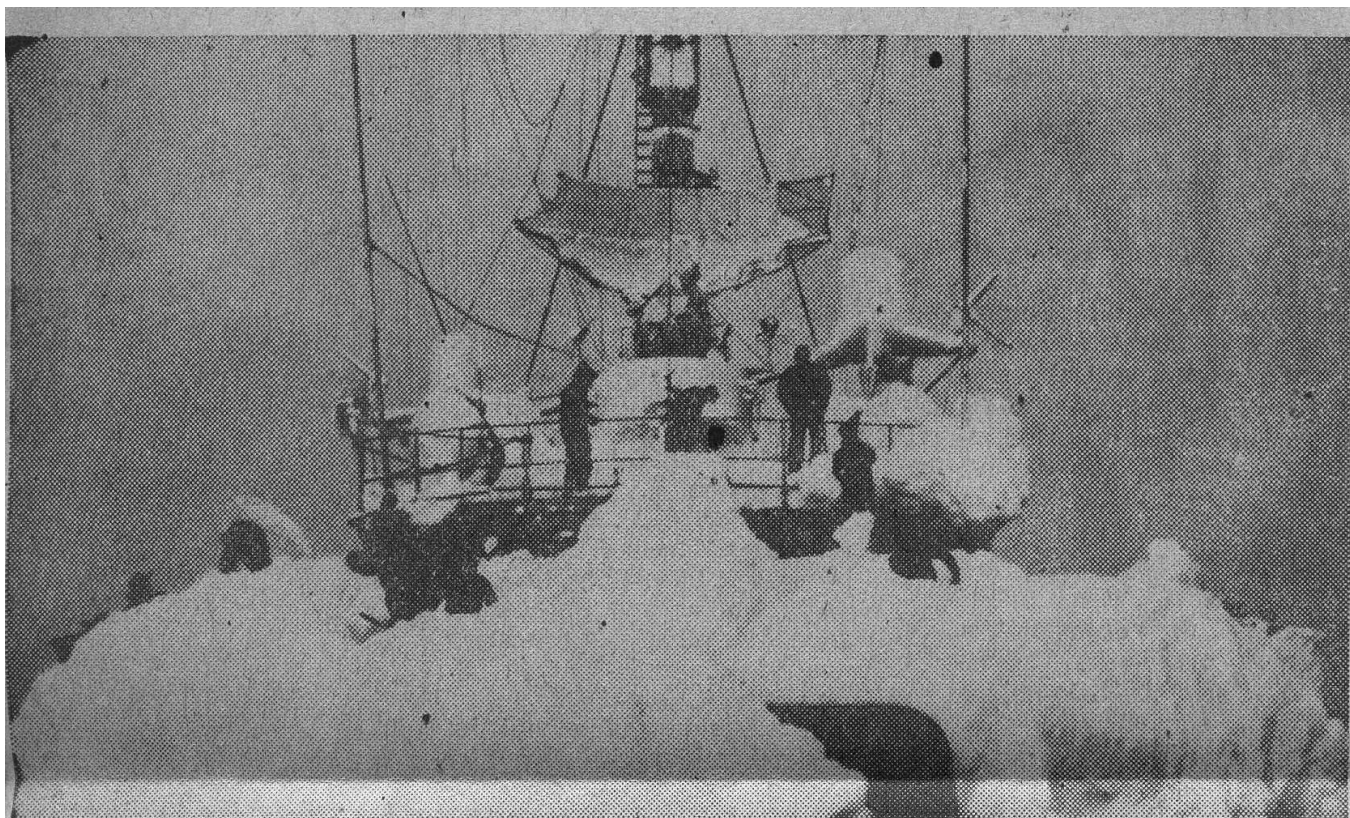
The EDISTO was authorized in 1943 and launched in 1945. It is one of seven "Wind" class icebreakers originally intended for the U.S. Coast Guard. Of the seven, four were loaned to Russia, one was transferred to the Navy and two remained, in the Coast Guard. The Russians have returned all of the borrowed icebreakers. Three of them went to the Navy and one to the Coast Guard.

The ship's first assignment was "Operation Highjump", a cruise to the Antarctic. The purpose of the mission was to collect information relating to geographic and photographic conditions in the areas visited. Since then the EDISTO has been one of the most active icebreakers making summer and winter trips to the Arctic and participating in Deepfreeze I. The trips north have been to supply American air bases, Canadian weather stations, and early-warning radar sites to conduct, hydrographic and weather surveys and to test equipment under Arctic conditions.

In 1948 the EDISTO went as far as 82° 12' North latitude, at that time the world's record for a vessel under her own power. The record was later broken by sister ship.







*CLEARING THE ICE after a six day battle with high winds, stormy seas temperatures down to -5 degrees are crew members of the USS Edisto AGB-2. T. W. Pancake, apprentice seaman, of 4117 Lobata lane, was on the Antarctic cruise. (Official U.S. Navy Photo)*

## Daytonian On Antarctic Cruise

Seaman apprentice T. W. Pancake wrote his parents, "Don't worry. Everything's OK now. Will tell you about it when I see you." It should be a good tale.

Included in the letter to Mr. and Mrs. W. F. Shears, 4117 Lobata lane, are New Zealand newspaper clippings and pictures of his ship the USS Edisto AGB-2 as it returned from a rough but revealing cruise into the Ross Sea inside the Antarctic circle. Pancake, 18, a Fairview high

school student until his Navy enlistment in December, 1959, was aboard for an assignment of recovering an oil tanker floating loose in the sea. The Navy hoped to recover it before winter set in the Antarctic region.

The Edisto, out only six days, returned with ice up to six feet thick covering its shell. Ship Commander G. C. Evans said the "seas and winds were worse than any typhoon I've experienced." Waves and breakers 45 to 65

feet high carried on winds from 70 to 93 knots encrusted the ship and tossed it about, breaking off a propeller and forcing the ship to abandon its mission.

Rear Adm. David M. Tyree, commander of the Antarctic support forces said the ships experience brought additional information to science about the conditions in the Antarctic region. He added he knew of no other ship to have penetrated so far south so late in the year.

Tim Pancake sent this newspaper clipping that chronicled the "60-61 storm as a reminder to all of us that made that fateful cruise and survived.



## MAIL CALL

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### OF FAROESE AND FROGMEN.... By Alexander Morris

During the summer of 1959, Edisto picked its way north through ice bergs and bergybits between Canada and Greenland. We were escorting freighters loaded with supplies for Thule, Greenland, up north of the Arctic Circle. One bright day, we spotted a smaller vessel out in the ice far north of normal shipping and fishing areas. We thought at first it might be one of the Russian "spy ships" but there were none of the big antennas we had heard they sported. It looked simply like a fisherman and they were signaling us, I cannot recall how, maybe waving, to come closer. Most mysterious, we could not recognize their flag- it certainly was not in our Flag Book. We had the freighters stand by, steered over to where they were and hailed them. They looked like most were teenagers. They said they needed a tow; their fishing cable had wrapped around their only propeller. They were stuck and just drifting along. Captain Martin told them we would be glad to help and that we had Underwater Demolition Team Frogmen aboard who might be able to free up their prop. But, he said, we don't recognize your flag. "Who are you?" They replied they were Faroese, from the Faroe Islands north of Britain and the Shetland and the Orkney Islands. They belonged to Denmark but did not care much for the Danes, so when they left port, they raised their own unofficial flag. Long story short, the "Frogmen", who were aboard in order to practice Arctic tactics, put on their wetsuits, went under the boat's stern and were soon able to untangle the cable, letting the boat and our convoy continue on their way.

Note: The flag of the Faroe Islands is an offset cross, following as with other Nordic flags. Its background is white. The cross has two stripes with red centers between sky blue stripes. The flag is called *Merkið* which means "the banner" or "the mark". It resembles the flags of neighboring Norway and Iceland. The flag was devised in 1919 by Jens Oliver Lisberg and others while they were studying in Copenhagen. The first time the Merkið was raised in the Faroe Islands was on June 22 in Famjin, the home village of Mr. Lisberg on the occasion of a wedding. It has since received more official recognition by Denmark. Alex Morris

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Helen Pullin sends this photo and email about the medals she earned while in the New Zealand Army. She had difficulty exchanging a previously purchased plane ticket so that she could fly to Florida for our reunion but was unable to do so.

*"I was feeling quite down in the dumps until my medals (service plus miniature arrived on 23 apr. I normally attend Anzac Day Parades etc wearing Dads medals and fathering laws Gallipoli Medals, neither of which were with me this year. Dawn Parade was exceptionally well attended here plus the weather brisk but no rain all day. The old diggers are becoming quite frail with many in wheel chairs etc. Serving and ex personnel from Iraq and Afganistan were in attendance. A fine lot they are too. And so the day progressed, was proud to be asked to be wreath bearer for NZ ex pers for A.N.&AF women. Glenn there is a huge interest in this day, quite amazing, capital cities had 35000 and more in attendance and it increases each year." Helen*



## MAIL CALL

Association Treasurer, Jim Jensen is shown below doing his civic duty by cutting holes in the ice and dropping trees under the water to provide artificial structures for fish.



James Jensen assisting the Rusk County Wildlife Association - Cutting holes for fish habitat

Ice fishing runs in the Jensen family. The photo on the right is of Jim's daughter Michelle Cicha proudly displaying her large female Sturgeon caught during the 2010 Sturgeon Sparring Season. This one came in at 76.9 lbs and 66" in length. A catch that would put a smile on any fisherman - oops - fisherperson.

The Lake Sturgeon is a North American freshwater fish, one of about 20 species of sturgeon. Like other sturgeons, this species is an evolutionarily ancient bottomfeeder with a partly cartilaginous skeleton and skin bearing rows of bony plates. The fish uses its elongated, spadelike snout to stir up the sand and silt on the beds of rivers and lakes while feeding. Barbels surrounding the mouth, usually four, are purely a sensory organ to help it find its food. The lake sturgeon can grow to a mass of over 190 kilograms (396 lb) and a length of over 3 meters (9 ft) over its long lifetime. It can reach well over 100 years of age and usually does not reach sexual maturity until its third decade of life.

The sturgeon is a source of caviar and isinglass and its oil was once used to fuel steamboats.





## MAIL CALL

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Glenn,

My Dad bought this Cub Farmall tractor in 1949. He paid \$910 for it and all the implements. I had three brothers. My older brother was in the 10th grade and I was in the 8th and my younger brother was a 6th grader. We had been using an old mule to farm our 15 acres in cultivation. I had walked behind that mule many hours plowing corn, cotton, etc. We thought we had gone to heaven when Dad bought the tractor. It was so much fun to drive and work with. My Dad didn't ask us if we wanted to plow, we were all ready to drive that tractor. It had a disc with it and we would prepare the ground before planting and go around the clock disking that land. We took turns. One from morning till noon, one from noon to 6pm to midnight and then someone would start at midnight and keep it going until we finished.

My Dad kept the Cub for about 43 years before selling it and implements to my first cousin for \$800. He had gotten too old to handle it and keep it running, etc. Max, my cousin kept the tractor for several years and finally sold it to his nephew, Steve for \$800. After 4 years or so, Steve sold it to a man for \$700 just for parts. I tracked it down and offered the man \$500 after telling him the story and why I wanted the Cub.

It was in a mess by then and I started taking it apart, cleaning every nut, bolt, screw and part. I spent one and a half years and \$3000 restoring the tractor and I can say it was well worth the labor. I get a lot of pleasure taking it to tractor shows, parades, and things like that. My grand kids just love riding and driving it.

Howell

### **Howell Purvis and wife Mary Ann on Cub tractor**





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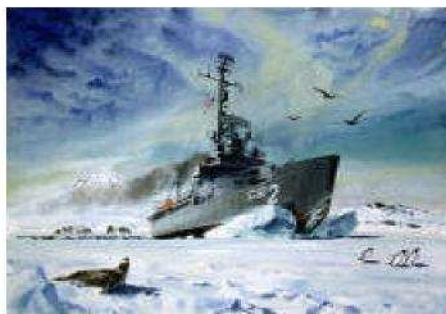
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