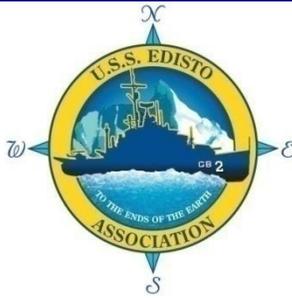


Kee



Bird

Volume 7 - Issue 1

USS/USCG EDISTO AG89/AGB2/WAGB-284

Spring 2013

From the Editor:

I regret that we were unable to publish only one newsletter last year, but unfortunately I ran out of time. What was to be a part time job working for the Brevard County Elections Supervisor's office turned into a full time job that spanned three elections. While at the same time I was planning and coordinating the April reunion in Florida at which eighty-nine shipmates and their guest attended. Our all-day visit to Kennedy Space Center on Monday and the Tuesday cruise on the Victory Casino were outstanding.



We did experience a negative for the event and that was being scammed by photographer Bob Good out of Circleville, OH. He took our money but has failed to deliver any products. I tracked him down and have contacted other ships that he scammed as well as the city and state prosecutors. As of this writing I have not yet heard from Mr. Good but I'm still seeking ways to either obtain the agreed upon products, reimbursement or prosecution. I've contacted the Better Business Bureau and the Chamber of Commerce in Circleville and my reunion sources to spread the word to other military planners in hopes of preventing him from getting other work.

Those of you who gave Bob Good money for photos or a memory book should let me know how much money you gave him. If it is less than \$2000, the city prosecutor may get involved. If more, then it moves to the state.

Fortunately, we have several of us that took photos at the reunion and I plan to share those with all of the attendees.

There are currently 3,421 names in our USN/USCG database. Of that number, 362 have joined the Association, 316 are Active Members and 130 are LIFE Members. The Executive Board thanks you one and all for participating in the Association which exist only to serve its membership.

INSIDE THIS ISSUE

PAGE 2.....	DAVY JONES' LOCKER
PAGE -3-4.....	ICE WATER NAVY NEWS
PAGE 5-7.....	MAIL CALL
PAGE 8-9.....	MEMORIES
PAGE 10.....	REUNION HOTEL INFO
PAGE 11-12.....	REUNION SCHEDULE
	REUNION REGISTRATION FORM

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

www.ussedistoagb2.com
www.steadyeddy

Davy Jones Locker

<u>Name</u>	<u>Rate</u>	<u>Onboard</u>	<u>Date of Death</u>
Clyde S. Adams	QM3	51	June 12, 2012
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

Obituaries

Clyde Adams



Clyde Adams departed this life on June 12, 2012. His life was long and fulfilling, and he will be remembered by people worldwide. Clyde was born May 16, 1924 in Liberty, Maine, and served with the [U.S. Navy](#) in [WWII](#) and during the [Korean conflict](#). He earned a B.S. in Animal Husbandry and an M.S. in Agricultural Economics at the University of Maine and worked toward a PhD in Arid Lands Management at the University of Arizona. He worked as a county agent in New York and an agricultural economist with the U.S. State Department. Upon retirement, he served as an independent consultant, volunteered for various organizations, remained involved with the international community and enjoyed time with family. He was preceded in death by his wife of 54 years, Letitia R. Adams. Survivors include

five children, Sarah J. (John) Law, Charles I. (Heather) Adams, Elizabeth J. (David) Suter, Barbara J. (Michael) Graham and Andrea M. (Ali) Modarres; 13 grandchildren, 11 great-grandchildren and a large extended family and friends. A Memorial Service will be held Monday, July 2, 2012 at 9:30 a.m. at Emmanuel Baptist Church, 1825 N. Alvernon Way, Tucson. In lieu of flowers, donations may be made to the Clyde Adams Desert Legume Program Endowment by check to UA Foundation/Clyde Adams Desert Legume Endowment, P.O. Box 210109, 1111 N. Cherry Ave., Tucson, AZ 85721 or online at <http://uafoundation.org/give/fund/ClydeAdams>). Arrangements by ANGEL VALLEY FUNERAL HOME.

Dear Sirs,

My father, Clyde S. Adams, served briefly on the U.S.S. Edisto (according to the roster on your website, in 1951). Although you may be able to access this information elsewhere, I am emailing to inform you that he passed away on June 12, 2012, so that you can move his name from the "Living" list to the "Deceased."

He was always proud of his service in WWII and the Korean conflict, and I'm attaching a photo that we included in a slideshow that played as part of his memorial service. I believe the photo shows him on the U.S.S. Edisto; if not, perhaps you can correct me.

Thank you for your time -- and your service.

Sincerely,

Andrea Adams Modarres



Seen on the Internet by Jerry Downs.

SCOTTBASE, Antarctica (AP) — Talk about whisky on ice: Three bottles of rare, 19th century Scotch found beneath the floor boards of Antarctic explorer Ernest Shackelton's abandoned expedition base were returned to the polar continent Saturday after a distiller flew them to Scotland to recreate the long-lost recipe.

But not even New Zealand Prime Minister John Key, who personally returned the stash, got a taste of the contents of the bottles of Mackinlay's whisky, which were rediscovered 102 years after the explorer was forced to leave them behind.

"I think we're all tempted to crack it open and have a little drink ourselves now," Key joked at a ceremony handing over the bottles to Antarctic Heritage Trust officials at New Zealand's Antarctic base on Ross Island.

The whisky will be transferred by March from Ross Island to Shackelton's desolate hut at Cape Royds and replaced beneath the restored hut as part of a program to protect the legacy of the so-called heroic era of Antarctic exploration from 1898 to 1915.

Bottled in 1898 after the blend was aged 15 years, the Mackinlay bottles were among three crates of Scotch and two of brandy buried beneath a basic hut Shackleton had used during his dramatic 1907 Nimrod excursion to the Antarctic. The expedition failed to reach the South Pole but set a record at the time for reaching the farthest southern latitude. Shackleton was knighted after his return to Great Britain.

Shackleton's stash was discovered frozen in ice by conservationists in 2010. The crates were frozen solid after more than a century beneath the Antarctic surface.

But the bottles were found intact — and researchers could hear the whisky sloshing around inside. Antarctica's minus 22 Fahrenheit (-30 Celsius) temperature was not enough to freeze the liquor.

The bottles remained unopened as they were returned Saturday — if Shackleton couldn't have a dram, no one could — but their contents nevertheless formed the basis for a revival of the blend.

Distiller Whyte & Mackay, which now owns the Mackinlay brand, chartered a private jet to take the bottles from the Antarctic operations headquarters in the New Zealand city of Christchurch to Scotland for analysis in 2011.

The recipe for the whisky had been lost. But Whyte & Mackay recreated a limited edition of 50,000 bottles from a sample drawn with a syringe through a cork of one of the bottles. The conservation work of the Antarctic Heritage Trust has received 5 British pounds for every bottle sold.

The original bottles had flown in two combination-locked containers with Key to Antarctica in a U.S. Air Force transport plane from Christchurch on Friday.

Antarctic Heritage Trust manager Lizzie Meek, who was part of the team that found the whisky, recalled its pleasant aroma.

"When you're used to working around things in that hut that perhaps are quite decayed and some of them don't have very nice smells, it's very nice to work with artifacts that have such a lovely aroma," Meek told the ceremony by radio from explorer Robert Scott's Antarctic hut which she is restoring.

"And definitely the aroma of whisky was around very strongly."



Editors Note: The Shackleton whiskey can be purchased from several vendors for about \$175 per bottle.

ICE WATER NAVY NEWS

From: Ben Koether (benkoether@glaciersociety.org)
Sent: Fri 12/21/12 12:24 AM

GLACIER SOCIETY OPERATIONS LOG 75 DECEMBER 20 2012

The GLACIER CREW wishes to send you the very best Holiday Greetings and Blessings for the New Year.

I want to relay to you some positive thoughts, not such an easy task these days, so have chosen one that was sent to me from a very thoughtful, loyal, steadfast veteran of service aboard the GLACIER, CWO James Echoff. Please go here (<http://youtu.be/2vd-NNgA5TI>) to view a special message, think of our Blessings, then read on about what is taking place this month.

The **Arctic Scout** is tucked in for the winter in Westbrook, CT. She is heated by the Webasto diesel furnace, so she is ready to sail in 30 minutes! The ARCTIC GAYLE is here in Fort Lauderdale. Both vessels are available for your use - bare boat to those qualified with USCG License and proven experience. Finally, EXPLORER was hauled for major bottom work and overdue pairs. Look at the photos below. We did not participate in Winterfest this year as we are on the "HARD." All our efforts are going to preparing the EXPLORER for an extended series of cruises beginning in 2013. We are seeking Cadets and Scouts who wish to participate.

We are rebalancing our books after having to write off the investment in the GLACIER which was over four and a half million dollars. Ouch! Imagine, we put \$4 ½ Million into a project that MARAD disposed of for less than that! That represents the value of cash and labor expended on board and for the USS GLACIER.

All our support tools and equipment and odds and ends sit in containers alongside the HORNET where they were moved to reduce the storage cost near Benicia. That material was ordered moved to the East Coast for use in our programs here, but MARAD has requested we hold off until we complete some fresh considerations. We

have requested another vessel and are in conversations about the options. That will take some more time. Stay tuned!

The web site will be reformatted, with improving web/marketing tools. The current site which dates back to 1999 is difficult and ineffective. The mailing list will be culled of those political folks who were specifically engaged in the effort to save the USS GLACIER. Our list will be reserved for dedicated members and friends. And new direct mail tools will be included to help manage the constant changes and relocations of our audience.

Special thanks to Leo A. Makoski, Jr. USN who passed away last year and remembered us in his estate with a substantial gift. We need your support. Please remember your membership and gifts prior to year end. We also recognize the contributions of Pilot Point Marine, Cable Marine, Dometic Corporation, Akzo Noble, MTU Detroit, Caterpillar, MARAD, HNSA, USCG and many others listed on our web site.

Editor's Note:

Leo was on the Edisto in 64-65 and passed away on Friday, April 1, 2011.



Arctic Scout pictured above is a former U.S. Coast Guard Arctic survey boat (ASB) of a U.S. Navy design adapted by the U.S. Coast Guard and built at their Curtis Bay Yard in Maryland. ASBs are carried aboard icebreakers to provide a stable platform to conduct cold climate scientific surveys, take depth soundings ahead of the ship, assist in rescue operations, ferry personnel from ship to shore, and serve as a lifeboat. The ASB replaced the older Greenland Cruiser in the 1960's.

Arctic Scout is now hauled and undergoing a complete refurbishment conducted by the professional staff at Brewer's Pilots Point Marina in Westbrook, CT.

MAIL CALL



Charles & Patricia and Daughter Wendy at Chattanooga Reunion

From: Warren Munson
Sent: Thursday, January 03, 2013 11:17 PM
To: Glenn Smith
Subject: Re: Nashville 2013 Reunion
Hi Glenn,

Will check in with you. My dad, Charles Gaull, '52-55 continues to reside in the nursing home. He has been there for 14 months; he has good days and bad days... His Alzheimer's has progressed and has kidney failure. He has lived a good life and been a wonderful father and husband.....My sister serving in the Navy finished her 2nd tour on the USS Abraham Lincoln as the Command Master Chief and is now in Norfolk and working with the safety program... you can find her bio underneath CMC Susan Whitman.... Hope all is well with your

family.... I am a proud grandma of two cute boys... Alex 4 and Charlie 9 months.... Still working in the collision business and really wishing I was old enough to retire... Take care and thank you for all you do.
Wendy Gaull Munson

Editor's Note: Charles' daughter and Wendy's sister is Command Master Chief (Surface Warfare/Air Warfare) Susan A. Whitman. One can Google Susan and learn that she is a very accomplished sailor



Do you remember Petty Officer Colleen Ward? She is the daughter of Jim and Maureen Ward whom we met at the Newport News, VA Reunion in 2008. In the spring 2011 issue of the Kee Bird, we published a photo of her receiving her promotion to First Class Petty Officer while dad Jim Ward '64-65 looked on.

Colleen taking the oath with Dad looking on

Now two years later, we are happy to report that she made Chief. Logistical Specialist (LSC) (Surface Warfare/Aviation Warfare). The rate LS was formed 9 Oct 2009 by combining the rate SK with Postal Worker. Colleen was promoted to Chief Petty Officer and accepted into the Chief's Mess on Saturday, September 14, 2012 and as part of her training to be Chief she proudly served aboard the USS Constitution as Chief Select for two weeks. LSC (AW/SW) Colleen Ward is currently stationed at Navy Recruiting District Michigan and is responsible for supplying all the recruiters in Michigan and Indiana.





FOREST HILL, NC, January 15, 2013 — the time honored rite of the U.S. Navy Chief Petty Officer (CPO) initiation process has been eliminated. Political correctness has won out over more than 100 years of having gotten it right in the Chief's Mess.

What has the U.S. Navy done? Will it prove harmful, or will it even matter in the grand scheme of things? My prediction is that this will exponentially increase the number of glorified managers in the Navy's senior enlisted ranks.

In the aftermath of the "Tailhook" incident at the Las Vegas Hilton (1991), the Navy had a stand down in training to reassess its core policies & objectives. One result was a significant change in the Navy core values which were (at that time): Honor, Loyalty and Tradition. Because of the "tradition" of the Naval aviation convention in Las Vegas, and the fact that many officers were "loyal" and refused to snitch about the Tailhook incident, the core values were eventually changed to: Honor, Courage and Commitment. The new core values are excellent. But the unfortunate implication of Tailhook was that the Navy needed to get away from many of its former traditions.

Submitted by Richard Griswold,'53 HU-4

From: Jim and Maureen Ward '64-65
Sent: Wednesday, October 31, 2012 4:11 PM
To: Glenn Smith; Ken & Nancy
Subject: "Sandy"

Sandy was our Katrina....1st off Jim and I are safe. 1 tree down in the very back of our yard which landed safely on the ground and 3 large branches and we were only without power for 12 hours...My Brother in Bayside Queens is dry and has power. Paulette, our oldest, lost power at 4 PM Mon. but all the trees that came down missed their house. Nancy in Ramsey, Bergen County NJ lost power 7PM Mon. but had no flooding and did not lose any trees...probably because she has no trees (after a childhood of cutting up and dragging around all the trees on our property) looking for a treeless piece of

property was her #1 priority. She just e-mailed me that the entire town is without power and the infrastructure has been badly damaged and no idea when it will be fixed. My aunt in Middletown, NY and her Uncle Terry have extended invites and are keeping an eye on the temperatures.



That said...the South Shore of Long Island is destroyed, there is a breach in the Barrier Island and the ocean is pouring into the bay. We will not know the reality of this situation till the water recedes and the engineers can assess the damage. I pray it will not be any worse than the 2 breaches we had during Gloria. Watching the water roar over the bulkhead in Battery Park and pour down the Battery Tunnel has been very hard for me to handle and too many of our friends lost their houses to the fires in Breezy Point Queens NY. Most of the homeowners there are 1st responders from 9/11 so the sadness is many fold.

All of the residents of Long Island could sure use some prayers.

Love Maureen & Jim



Have you paid your dues for 2013? If not, then hurry down to your post office and send our Treasurer Jim Jensen \$15 for the yearly dues.

Mail to:

**Mr. James Jensen
N 4792 Homestead Rd
Hawkins, WI 54530-9567**

MAIL CALL

From: Valentino Patarini '54-56
Sent: Monday, August 06, 2012 9:48 PM
To: Glenn Smith
Subject: A Pleasant Encounter

Glenn

I thought I'd share with you an encounter I had a few days ago in the parking lot of a local fish restaurant.

This restaurant is VERY popular, especially during the summer months and it has a not too large parking lot. As a result, on especially busy nights, they have people in the parking lot to assist cars getting in and out. I was wearing my Edisto logo shirt and after finding a parking spot, (no mean feat), Sandi and I were walking towards the restaurant when one of the parking guys stopped me and asked if "that was the ship I served on"? I explained that yes, I had served on it for 2 years and that it was an Ice Breaker. To which he asked if I was in the Coast Guard. I found it interesting that he knew that the Coast Guard manned the Ice Breakers now. I explained to him that, in the past, both the Navy and CG manned Ice Breakers. And Sandi, of course, told him that I had been on two cruises to the North Pole and one to the South Pole while serving on the Edisto. As we walked away he said "thank you for your service", to which I replied, "It was my privilege".

I don't wear my Edisto shirt very often. I save it for special occasions. But I was glad that I chose that night to wear it.

Val



Editor's Note:
SP90 License plates are conversation starters too. My wife and I have been asked if we drove all the way down to the Antarctic. We have found that it is easier to say "Yes" than it is to describe the roads that one must take. ☺

From: Al Obst '62-63
Sent: Saturday, September 29, 2012 8:35 PM
To: ussedisto@cfl.rr.com
Subject: KEE BIRD

RECEIVED MY COPY OF THE "KEE BIRD" AND I'M ALWAYS PLEASED THAT YOU CAN STILL PUT OUT THE PAPER. JUST VISITED THE WEB SITE AND THOUGHT IT MIGHT BE INTERESTING FOR YOU TO INCLUDE FUTURE ARTICLES OF PAST COMMANDING OFFICERS. THERE IS PROBABLY A BUNCH OVER THE YEARS. JUST A THOUGHT.

AL

OBST

Editor's Note:

I have very little information about our Captains but if you or any of the other shipmates have stories about our skippers and would like to see them published, please send them to me by email or however you can get them to me.

From: Patti & Marty Deegan '59-62
Sent: Friday, January 04, 2013 11:27 AM
To: Glenn Smith
Subject: Re: Nashville 2013 Reunion

Dear Glenn,
Thank you for the good wishes, we appreciate it far more than you can imagine. We're plugging along, have sheet rocked and ready to paint, so things are looking up!

Patti and Marty

Editor's Note:

Patti and Marty along with many of our other shipmates were ravaged by the storm Sandy that hit the New York Tri State area with New Jersey hit especially hard. Hopefully, by the time this issue is mailed they will have their house somewhat back to normal. That is if one can return to "normal" after a storm of this size. Here in Florida we remember how devastating was hurricane Andrew. Nothing returned to normal after that storm.

Here in Mims we had 3 hurricanes in 2004. Two in August and the 3rd hit in September just before the reunion in Charleston. We lost 40 plus trees but not a single shingle. Go figure.

MEMORIES



From: orr alan **Sent:** Monday, January 28, 2013 4:44 PM
To: ussedisto@cfl.rr.com
Subject: picture

Talked to you on the phone. Hope this comes through. Picture of Fred Morrison dad, mom and him.

If you want to contact Dad you can call 608-996-2272 or email alan.liezel@yahoo.com. He was on the Edisto from 1949 to 1950. His rate was YNSN. Thank you

Alan Orr

Editor's Note: Alan Orr is son of Donald Orr, '49-50 crew. This photo is of Captain William F. Morrison, July 49-Sept 1950, Mrs. Morrison and young Fred Morrison (white hat).

From: Barry Lease
Sent: Saturday, November 10, 2012 4:57 PM
To: undisclosed-recipients
Subject: Emailing: Dazzling Images from Operation IceBridge Antarctica pictures
OurAmazingPlanet.com.htm

I was on the 1st Ship to enter the Bellingshausen Sea and chart the area in the early 60's on the Icebreaker USS Glacier AGB-4. Glacier was first to make its way through the frozen Bellingshausen Sea, and much of the topography in the area is named for members of its crew.

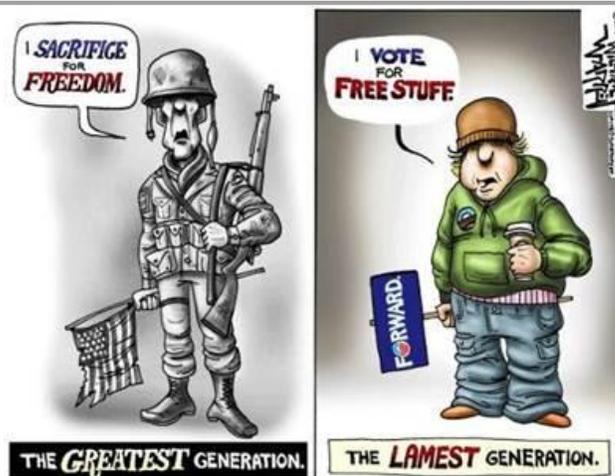


BMSN Barry Lease USS Glacier AGB-4

Operation IceBridge

NASA's Operation IceBridge is a six-year mission to survey land and sea ice at the poles. The program's DC-8 research plane, loaded with remote-sensing equipment, captured spectacular images of Antarctica's mountains and glaciers in October 2012, the first half of this year's campaign. Combining new measurements with previously gathered data gives researchers a more detailed view of ice dynamics. The resulting information will help improve computer models that predict how ice sheets change over time.

Barry was a member of the USS Glacier crew that chartered the Bellingshausen Sea which is an area along the west side of the Antarctic Peninsula, west of Alexander Island, east of Cape Flying Fish on Thurston Island, and south of Peter I Island.



Memories



From: Ed Clanton, LT 'USN '47-73
Sent: Monday, November 12, 2012 9:18 AM
To: gdsmith@cfl.rr.com
Subject: Re: November 11, 1950

Hi Glenn,

On the morning of November 10th, 1950, we were in the screen of a large Carrier Task Force comprised of 3 Carriers, 2 Battleships, 2 Heavy Cruisers and 23 Destroyers when we received word that an air attack was due about noon so the Task Force was split into 2 groups and stationed about 25 mile apart. This was the beginning of the jet age and it was new to us. That evening when we had not been attacked we were told to form up into the large screen again and unnoticed by anyone, we were assigned the same station as the Thomason (DD-760). We were doing 27 knots to gain station and about 3 minutes before the collision, we slowed to 25. It was cold and there was a low lying fog on the water and the sea return on the radar was so bad that we didn't see Thomason and they didn't see us. I was the Director operator on a twin 40mm mount located on the Starboard side, one deck down from the Bridge and had a long lead on my sound powered phones so I could wander all over the Bridge. At 2020 I heard the port lookout shout and ran over to the port side and saw the mast of Thomason just as we hit. The collision threw me about 20 feet forward onto the Bridge... Our bow entered her forward fire room and cut her keel, we knocked out her Galley, her Scullery, the forward fire room, the IC plot and emergency generator room. Our bow went between 2 hedgehog lockers and pried them apart and none of them detonated. We lost our Chain Locker, Boatswain's locker and the entire ships supply of toilet paper. Chief's Quarters, and had flooding in the First Division's berthing quarters and both forward 5" mounts ammo lockers. We could only make 2.5 knots with our keel protruding about 45 degrees to Starboard and we limped into Wonsan Harbor the next morning and moored to the USS Kermit Roosevelt so that they could help us control the flooding and cut away the wreckage. We were there about 3 days when the Reds overrun the harbor and the Roosevelt cut us loose and left. There was an airstrip on the beach and the Reds caught 16 Corsairs fully loaded with 5" rockets ready to take off and destroyed them all with mortars. The rockets fired and went streaking down the runway and would hit the ground and rebound in the air and come over us at about 500 feet and detonate and showered us with shrapnel. No one was hit. The Thomason got underway and headed for Pearl and we got up steam when the Red opened up on us with their shore batteries. The USS Rochester (CA 124) came inside the harbor and opened up with their 8" guns while the USS New Jersey stayed off shore and opened up with her 16" guns so we got out without getting hit. We went to Sasebo at 2.5 knots and went into dry-dock where the wreckage was cut away and they used sheet steel to make a bow for us. We looked like an LST. We got underway for Bremerton at about 8 knots and crossed the Northern Pacific in Mid Winter. That was one rough ride. Our bow was light as no ammo was forward and we had to tie ourselves in our bunks to keep from being tossed out. We arrived in Bremerton and they had a new bow ready for us so we went into drydock and they placed the new bow in position, hooked up the plumbing and electrical, painted us and we went back to Korea in 30 days. We stopped in Pearl for ammo and got right back out. Exciting days. Ed



November 11, 1950 Collision aftermath between the USS Thomason 760 and USS Buck 761 tied up in Wonsan Harbor, Korea the next day.

Editor's note: I first met Ed in Miami, 1959 when I enlisted in the Navy. He was a 1st Class Boson at the time. So it was that 50 years later when going through my old Navy records, I saw his name as my recruiter and decided to see if he was still alive. Lo and behold I found a posting from someone by that name that was looking for USS Magpie shipmates. He probably thought that I was a resentful sailor he recruited but he did answer my email and that began a friendship. In 2009, Kathie and I had dinner with Ed and his wife in Fayetteville, NC near where he lives.

REUNION 2013



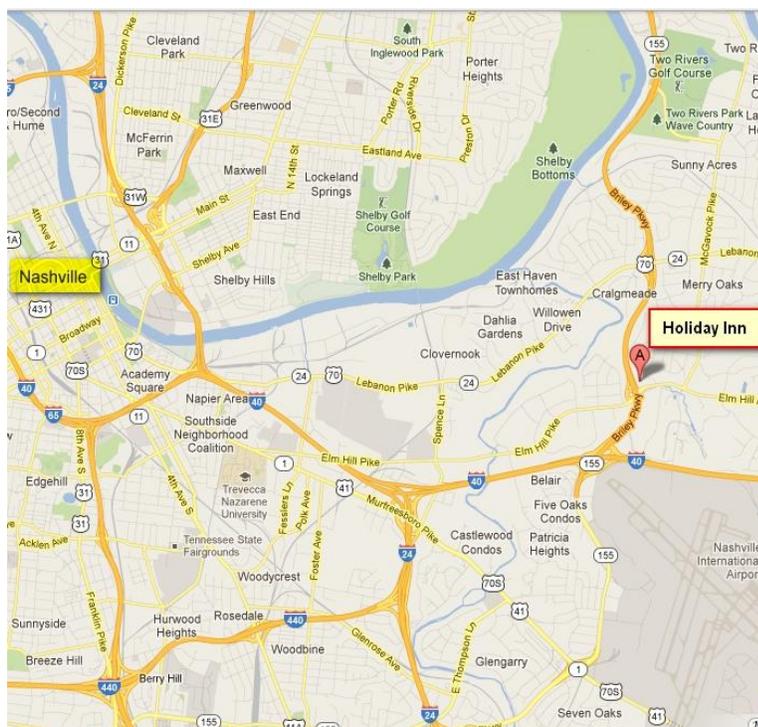
This year's reunion will be September 18-22 at the Holiday Inn Opryland/Airport, a full service hotel in Nashville, TN. The address of the hotel is:

Holiday Inn Opryland/Airport
2200 Elm Hill Pike, Nashville, TN 37214
Telephone: (615) 883-9770.

Reservations can be made now by calling Toll Free **1-866-871-1171** or the hotel direct at (615) 883-9770. Make your reservations early to insure yourself a room plus help the Association by letting us know if we have

to increase the room block. A room block of 50 has been negotiated but experience shows that number will be reached quickly causing us to negotiate for more rooms.

It is generally easier to obtain additional rooms early in the year than later near the cutoff date. So make your reservation now by calling 1-866-871-1171 and tell them you are with the Edisto Group or by going online to register. If you register online, make sure you use the Code USE to get the negotiated rate of \$89. There is a sales tax of 9.25%, a 6% city hotel fee and \$2.50 per night per occupied room tax. Rates are good 3 days before and 3 days after the event.



Cutoff Date: August 19, 2013 at 3PM

Cancellations: 24 hours before arrival or a penalty of 1 night's room will be charged.

For those of you that have an email address, I will send the special link that is set up for our registration. It should have the code **USE** already entered but check to make sure so that you get the reduced rate. We don't want anyone paying the \$112 ++.

Check-in: 3:00 PM Checkout: 12:00 PM

Complimentary Airport shuttle operates from 5 AM to 11 PM.

Complimentary shuttle service within 2 mile radius of hotel

Complimentary Guest Parking

Complimentary RV Parking in hotel-designated spaces

Bell Captain will hold luggage on day of check out to prevent penalty for late checkout.

Complimentary indoor pool, sauna, whirlpool, Fitness Center, Business Center, and hotel-wide free Wi-Fi

Full Service restaurant with Omelet Station. You pick the ingredients.

Taxi Fare from the Airport to hotel is approximately \$10. To downtown, fares range from \$15 to \$20.

About every major airline flies into Nashville (BNA) from American to US Airways.

REUNION 2013

**NEXT REUNION – NASHVILLE, TN
SEPT 18-22 2013**



Welcome Dinner

Wednesday, September 18th 6 PM – 10 PM

Cost \$35 inclusive per person. Join other shipmates to kick things off with a good old southern buffet dinner of Jack Daniel's Glazed Ham and Southern Fried Chicken. There will be drawings for 1 night's free room, door prizes and a silent auction.

Music City Tour

Thursday, September 19, 2013 9am – 3pm

\$72 per person (based on a minimum of 30 paying

passengers per coach). This 6 hour "experience" features some of the best **highlights of Music City** including a driving tour of the historic downtown area, Ryman Auditorium, State Capitol, Bi-Centennial Park with WWII Memorial, the Parthenon and more.

You'll visit world-famous Music Row, the heartbeat of the music industry where hearts are broken & dreams come true. You'll stop and tour **Historic RCA Studio B** – Home of 1000 Hits; one of Nashville's first & oldest surviving recording studios. Legends such as Dolly Parton, Roy Orbison, Everly Brothers, Charley Pride, Jim Reeves and Eddy Arnold all recorded their hits at Studio B. The most famous to record at Studio B was Elvis Presley who recorded over 260 songs in 50 Master Sessions from 1958-1971. Learn the true secret to how Elvis created the melancholy lonely feeling in his recording of "Are You Lonesome Tonight".

You enjoy a self-guided tour of the state-of-the-art **Country Music Hall of Fame & Museum** & a limited engagement exhibit. "Family Tradition: The Hank Williams Legacy" explores the connections between country music's most iconic figure & his creative heirs showcasing family personal items never before seen by the public.

Lunch is included at the **Two Twenty Two Grill** located in the atrium of the Country Music Hall of Fame Museum. Your choice of appetizers, soups, salads, sandwiches and beverage. Relax while you eat, and enjoy the sunlit setting of our Curb Conservatory, live music, and our beautiful view of Downtown Nashville. Surrounded by wood, stone, a fountain and the natural light offered by our floor-to-ceiling glass windows, you'll never want to leave.

After lunch, visit the Mother Church of Country Music, **the Ryman Auditorium**. The Grand Ole Opry used this auditorium as their home from 1943-1974. Take the Self-Guided Tour where you'll discover the divine inspiration behind the building's construction as the Union Gospel Tabernacle in the 1880s.

Tour Includes

*Deluxe Motorcoach – DOD certified
Experienced, knowledgeable tour guide
All taxes and handling
Admission to the Country Music Hall of Fame & Museum (self-guided tour)
Tour of the RCA Studio B
Lunch at Two Twenty Two Grill
Tour the Ryman Auditorium Museum
Gratuity to driver & tour guide not included.*

**Have you anything to donate for a Silent Auction?
For any auction? Check your attic and your old sea bag for those items you packed away and forgot.
This is an excellent time to share those old memories with other shipmates...and get rid of some stuff too.**

So whatever you have, bring it along and we will find a new owner while helping our Association Fund at the same time. Thanks.

REUNION 2013

Free day until 4:30 PM **Friday, September 20, 2013**

Nothing is scheduled until late afternoon to provide an opportunity to see more of Nashville or just hang out with other shipmates.

4:30 PM Photo Shoot in Social Room. For both individual and group photos. Please make sure that you get your photo taken to document your presence.

5:30 PM Begin seating for banquet

6 PM-11 PM \$40 per person. Plated Banquet dinner and entertainment.

Iced Tea, Coffee and Hot Tea
Fresh Baked Rolls and Butter
Mixed field greens with cherry tomatoes, sliced cucumbers, shredded carrots, and spicy pecans
Ranch and Italian Dressing
Filet cooked medium (with a crumbled blue cheese/chef's choice of sauce (non garlic)
Chicken Breast with Sun-dried tomato cream sauce
French-style green beans not drenched in butter
Roasted red potatoes
Tennessee Cheesecake with garnish
Triple layer chocolate cake with garnish

While dining you will enjoy a live Nashville duo, **The Dave and Daphne Show**, as they provide easy listening background music during your cocktail reception and banquet. After dining, the band will delight you with familiar tunes from the 50's & 60's up to modern day tunes, as you dance the night away. Visit www.daveanddaphne.com

Saturday, September 21, 2013

9 AM -11 AM Business Meeting and election of officers. Wives and guest are invited to participate

GRAND OLE OPRY TOUR 5 PM – 10 PM

\$80 per person (minimum of 30 paying passengers per coach)

Before going to the Opry, included is dinner tonight at the Santa Fe Cattle Company. You can choose from the following entrees: 9 oz sirloin, chicken stir fry, fried catfish, and barbecue chicken

Then, you have reserved seats for the world famous **Grand Ole Opry** – the longest running radio show in radio history. The #1 reason folks have been coming to Music City for six decades. From today's contemporary artists to legends of tomorrow, you'll see & hear a host of entertainers this evening.

Tour includes:

Deluxe Round Trip Motorcoach – DOD Certified
Dinner at Santa Fe Cattle Co.
Reserved seat ticket to the Grand Ole Opry

Experienced, knowledge tour guide
All taxes and handling
Gratuity to driver & guide not included.

USS/USCG EDISTO REUNION 2013 REGISTRATION FORM

Holiday Inn Opryland/Airport Nashville, TN. Rate is \$89 plus tax. Make Reservations by calling 1-866-871-1171 or call direct 1-615-883-9770 and tell them you are with the Edisto Group or you may register online. When making reservations online use code "USE."

 Last Name: First Name: Nick Name: Spouse Name: Guest Name:

 Street Address: City State Zip Code

 Email Address: Telephone Cell Phone

 Emergency Contact: Emergency Phone Number Rate: To Onboard Service Number:

 Arrv_date Dep_date Room Nites # in Party Fly Auto Handicap (Yes/No) Wheelchair (Yes/No) Rm Rsrvd (Yes/No)

Food Allergies:
 (If Yes, what type)

Special Accommodations: _____

Note: All prices quoted herein are inclusive of service charges, state & local tax and gratuity

Reunion Registration \$25 per person or \$40 per couple (Single \$25/ Couple \$40)		If NOT registered at Hotel: (Single \$30/Couple \$50)	Reg. Total
Wed. Sept 18	6:00 pm Welcome Buffet Jack Daniel's Glazed Ham and Southern Fried Chicken.	\$35 per person X _____	_____
Thu. Sept 19	9:00 am-3:00 pm Driving tour of city, visit Music City Hall of Fame, lunch at Two TwentyGrill and RCA Studio B	\$72 per person X _____	_____
Fri. Sept 20	4:30 pm Photo Shoot individual and group 6:00 pm Banquet and Entertainment	\$40 per person X _____	_____
Sat. Sept 21	9:00 - 11:00 am Business Meeting 5:00 - 10:00 pm Dinner and Grand Ole Opry	\$80 per person X _____	_____
Sunday Sept 22	Check Out	Total	\$ _____

Cutoff Date: August 19, 2013. Reservations must be made by cutoff date to get the discounted rate of \$89

Cancellations must be made 24 hours before expected arrival to avoid penalty of 1 night's rental plus tax

Reunion Registration forms received on or before August 1st will eligible for a Early Bird Drawing with the winner receiving one (1) night's Free lodging. The drawing will be held during the Welcome Buffet Dinner.

DEADLINE for Event registration and **Early Bird Drawing** is **August 5, 2013**. Completed form and money are due at which time bus transportation, admission tickets for tours and attractions will be paid. Refunds may be available up to 14 days before start of reunion unless payment to hotel and tour operator has already been paid.

Election - Please indicate your interest in holding an office in the Assn. _____(yes) _____(position) or if you would like to nominate a shipmate please add their name: _____ Office _____

Complete the form and mail it and a check to **USS EDISTO ASSOCIATION, P.O. Box 747, Mims, FL 32754-0747**. Call if you have any questions: (321) 269-5637 or email me at ussedisto@cfl.rr.com. Make a copy of the form for your files.