



Ready Eddie Reader!!!

VOLUME 1, ISSUE 4

FALL, 1999

Reunions.....'99

We at the Edwards Association hope you all had a great summer. Depending on your area of the country, the weather had a lot to do with it. Our friends in the Northwest say they had NO summer this year but for a day or two here and there. In the Northeast it was hot and dry from spring to Fall.

Let us know what YOU did. Send us a brief story to share with your fellow shipmates. An accompanying photo would be great! Maybe a picture of you and your family at your campsite, out on your yacht, surfing the waves of Hurricane Floyd with the wind blowing through your hair. Love those action shots.

The gentlemen below spent part of their summer practicing for the reunion next year. Now THAT'S dedication. They were kind enough to share these photos of their get-togethers. It's amazing how little they've changed over the years.



Clockwise from upper left 1. BTCS Marshall "Skip" Minks and HTC Ed Hovatter. Marshall packed up his conversion van and travelled from his home in Florida to Washington state where this meet took place. 2. SK Jerry Beck and ST Bob Tuttle. Jerry flew into Boston for a Red Sox game and time with shipmates. 3. HTC Ed Hovatter and STC Gene Jarvis . On Ed's trip to Vegas this year he took time for reminiscing with long time friend Gene. Can you match any of the photos below to these?



Hey Sailor!!! (Looking for a good time?)

I *thought* that would get your attention. My intentions, with this "quickie" newsletter is to answer some questions that have come up over the summer, correct some errors and misconceptions, and assist you in getting and/or staying involved in the association. As expected, communication and correspondence dropped off during the summer season. I plead guilty!!! It was a great summer in New England. Plenty of fantastic beach weather. I like it hot! My wife Deb and I spent a couple of long weekends in Hyannis, on Cape Cod, MA, a couple in So. Maine, one in Newport, RI, and a full week on an island in Casco Bay, ME called Chebeague Is. It's awesome. Total relaxation. I brought a couple of books, shorts, t-shirts and all the beer the ferry could hold. Dug clams for steamers and chowder and called the local lobsterman for a delivery or two on his way home. *The way life should be.*

As much as it hurts, though, I've got to let go of summer and get back into the swing of things, and need you to join me. I'm hoping that quite a few more of you will take the time to send in your membership forms. Please remember that we're not begging for money or asking for a commitment for the reunion, but need to gauge the level of interest, and get a feel for what *you* want from the association. If everyone sent in the membership form and got in touch with one other shipmate every year, we'd grow like crazy. After the initial surge, we've slowed down in new contacts. Most of them finding us on the "Net". We have probably hit only 200 or so of the 2,000+ who must have served aboard Edwards during it's lifetime. Most of the others are out there somewhere. Let's find them!

Chebeague Island, 1999



left: Karen and Bruce Curran (ST, '73-'75). rear: Deb and Bob Tuttle (ST, '71-'76). right: Maureen and Steve O(friends, now)

Searchin', Searchin'.....

There are many factors involved in locating former shipmates and friends. The two most important being patience, and a real desire to find people. Then you need information. Knowing a persons vital stats (full name, home town/state, service number, etc.) makes a world of difference in the success of your search efforts. That information is out there somewhere. Maybe in that box down in the cellar or up in the attic you haven't opened since you last moved (or before). The info we need could be in an old letter, ships documents, official and other. I know there was a ships newspaper '73-'74ish for a while. It included a "do you know?" section that had an encapsulated bio of many aboard. Was there another ships newspaper or newsletter at any other time? The re-commissioning booklet from 1971 helped me locate at least 25-30 people from that crew. It included names (including middle initial) and home towns of all aboard. The list of original crewmembers, from the commissioning program is available. Anyone want to tackle that? Let's not forget communication. Sometimes all it takes is for you to call up that buddy you've stayed in contact with over the years and say "Hey, wasn't so and so from such and such a town or state?" And you're off and running!

I use the 1971 booklet as an example because I had so much luck with it, but any source of info can give you results. Most (if not all) Internet access companies offer a "people" search option. You type in the name and it gives you a list of people with that name. This is often done with two options: 1. Mailing addresses and/or phone numbers, or 2. Email addresses. I had better luck with the mailing addresses. It's more time consuming and more expensive also, but can be fun even when the person you "find" isn't the one you're looking for. I did a search for a fellow ST from '74 named Bruce Van Buskirk. How hard could it be with that name? Never found Bruce but heard from three of the 13 I mailed letters to, including the wife of one who was in the Navy. He had been on PT boats during WWII. Just a bit before my time. Nice lady though. Using this method sometimes brings up one name, and it's the right one. Some are much tougher. I tried very hard to locate a LT from the '70s named Steve Smith. I know his middle name and the state he settled in, but after two dozen letters I still came up empty-handed.

I realize that not all of us, in fact few of us, have Internet access. I'll admit that I became a "90s" kind of person just in time. I encourage those of you without that option to write a letter those who do. Getting names and addresses of potential alumni is the easy part. In fact it would be a great thing if a couple of guys with some spare time on their hands would volunteer to help

Reunion Update

Due to a mis-communication or two, some questions have come up regarding the reunion. First being "When is it?" I failed to list the dates in the last newsletter. You guys must have distracted me! The reunion is running from June 1-4, 2000. The other problem has been with making reservations using the phone # listed in the last newsletter. The correct number for the Drury Convention Center is 314-231-8100. Reservations, if rooms are still available in our block of 35, can be made using our group number (110418) or Richard S. Edwards Reunion. Any problems or questions please contact Tom Petersen at 417-326-2538 or peg-leg@ipa.net.

A great St. Louis Info Guide is available by calling 1-800-325-7962.

out with that. You could do a quick search for a particular person for individuals who make a request to you by mail. They could include a self-addressed stamped envelope for your reply. Maybe one person on the East Coast and one on West. Or split up the fun by year or cruise. The rewards are well worth the effort.

Another option that just came up is "The Seeker". Linda S. Hammer has a syndicated radio show on Sat. from 1-2 EST. You can call her up at 1-888-822-8255 and tell her listeners who you are looking for or announce reunions. She has a web site at <http://www.the-seeker.com> also. Thanx to the efforts of Don Siems (FTG '71-'74) Linda has put a link to our web sites from hers. If you can't find her on the dial (probably AM) you can go to www.acornradio.com and select People's Radio Network if you have RealAudio.

Those Web "surfers" amongst you should post messages for people you are looking for on some of the Vets sites. Quite a few people have found us while out cruising the Net. Please take an extra minute when you post messages to mention one or both of our Web sites. Here are a few to get you started:

<http://www.insidetheweb.com>
<http://www.stripes.com>
<http://www.geocities.com/Pentagon?Quarters/7648/vietnam.html>
<http://www.veteransearch.com>
<http://vets.com>

And the search site to end all search sites:
<http://elaine.teleport.com/~pagrue/search.html>

It lists and allows you to just click on every search site I've ever seen, and many more.

Don't forget, of course, your own web site Forum/Bulletin board at www.DD950.cjb.net. Those of you with e-mail, but not Internet access can send requests to Webmaster Roz at DD950@prodigy.net. He would be more than happy to post a message or request for you.



Cold War Recognition Certificates

The Secretary of Defense has approved awarding the above named certificates to all members of the armed forces who faithfully and honorably served during the Cold War era, which is defined as Sept. 2, 1945, to Dec. 26, 1991. Any official government or military document with your name, SS #/Service # and date of service is acceptable. More info is available at <http://147.103.18.232/> If you don't have Internet access, I would be happy to send you a sample request letter to send to Cold War Recognition, 4035 Ridge Top Road, Fairfax, VA, 22030-7445. Thanx to Kevin Hopper for this info!!!

Bob T

The Ready Eddie Reader is the official publication of the USS R.S. Edwards Association, Inc. Published as often as time permits. The views expressed are those of the individual contributor.

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THE PRESIDENTS PAGE

President's Message



Jack L. Sanders, centering the color guard.

SUPPORT FOR THE ASSOCIATION

One way we can all help support the association is through the purchase of Ready Eddie "gear". All work done to obtain, handle and ship these items is done by volunteers so that the small mark-up on each goes to the coffers of the group.

In addition to the ball caps and shirts, we have an opportunity to have made, and purchase, copies of the ships plaque. These would be reproductions of the ships plaque donated to the association at the last reunion by Loren Page (Ens./Ltjg, '67-'69). The cost for members would be \$25 plus postage. I need some feed back on how many people would be interested in these so that we may put together an order, or not.

Those interested in, or who have questions about, shirts or the plaques can contact me at:

Jack L. Sanders
111 E. Commercial St.
Broken Arrow, OK 74012
Doyce@big-z.com

As you read this message, there will only be six months before our St. Louis 2000 reunion. My family and I have our rooms reserved at the Drury Inn & Convention Center and our plans are confirmed. Should anyone need information regarding entertainment, motels, hotels, room rates and miscellaneous for the St. Louis Missouri area, one can call 1-800-325-7962 for an official (and free) St. Louis Visitor's Guide.

Here goes an update to what the Sanders' clan is doing. This summer's vacation was postponed for the year, but we did do a few volunteer projects. These included the volunteering at Broken Arrow Cancer Survivor Walk as one of the Broken Arrow V.F.W. colorguard (not as a cancer survivor). During the Fourth of July fireworks show named Glory Daze Family Spectacular, I wore the ship's T-shirt and passed out 2,000 U.S. flags. The estimated crowd was forty-five thousand. I volunteered at The Airshow Oklahoma at Muskogee, OK. While wearing the T-shirt again at Muskogee, and at the Tulsa State Fair, I received a lot of positive comments about the R.S. Edwards T-shirt from many people, including some old sailors. My next outing in my R.S. Edwards attire was the Veterans Day parade at Tulsa, OK, and any other opportunity in Northeastern Oklahoma hoping to find some ship-mates while doing so. Wish me luck with my plan.

This summer was a typically hot Oklahoma summer with many tornadoes. Fortunately, all of these missed our home. I hope that everyone's summer was safe and positive.

I feel that I am speaking for the entire R.S. Edwards association in wishing you and your families, Happy Holidays and a Joyful New Year.

Jack L. Sanders



Pre-'71 sweatshirt(left) (above) Post '71 t-shirt above.



All T-shirts and sweatshirts, both pre and post '71, and ball caps, are now in stock. Order now for shipment in time for Christmas!!!!

My point of view.

In May of 1966, the Edwards was caught in the Tonkin Gulf by the ravages of Typhoon Edith. This storm caused extensive property damage; all life-lines, whaleboat, Captains gig, bridge windows, both stacks and the portside waterbreak. When the portside waterbreak collapsed, SN Louis Garcia was standing behind it.

SN Garcia's internal injuries were so serious that he had to be strapped down in Sick Bay so as to immobilize him. Due to the heavy weather and SN Garcia's injuries, nothing more could be done for him and he died on May 26, 1966. The Edwards limped into Subic Bay for repairs and the offloading of SN Garcia's body.

Commander James Owens dedicated the Westpac '66 Cruise Book to SN Garcia. I have been to the Wall in Washington, DC several times and looked for SN Louis Garcia's name. It is not there. It should be there.

(anonymous)

EDITORS NOTE: *This "Point of view" is only anonymous due to a glitch in the internal e-mail system at the main web site. Something we are working on. Comments to the Editor re. this viewpoint, or other points of view will be gladly printed if sent to me via e-mail or snail mail with the heading, "Point of view", Letter to the Editor, Comments, etc. so that I know you'd like to share*

Shakedown Cruise

These 4 young studs are enjoying a little well deserved liberty in Valparaiso, Chile during the shakedown cruise. Names and current addresses of all 4 are worth a FREE Ready Eddie hat (you didn't think I'd make it easy, did you?) TUT



WEB WORLD

The "Web World" of the Richards S. Edwards continues to grow everyday. Just released changes in both sites have greatly improved the efficiency in moving between the sites, and your ability to communicate over the Net with the rest of the crew (and the world).

The *CHAT ROOM* on Friday nights at 10PM EST is growing every week. It's a period of direct communication and light entertainment in which you can participate as much or as little as you like.

The *FORUM* is just that. A forum for all of your thoughts, questions, comments, suggestions. Many people have used it already as a search tool (that works) or a way to share info.

The latest feather in the cap of Webmaster Roz (Jim Rasbach, IC2, 1974-76) is the cruisebook "series". The 1977 cruisebook has been posted at the photo site for a couple of months, and just released is the 1966 cruisebook. To give you an idea of the work involved in a project such as this, the scanning and a rough draft ready to post on the site entails 2 straight weeks of 12 hour days. Then comes the fine tuning. The efforts of Roz, and the main site Webmaster, Rob Dege, have done more to grow, and keep interest in, the association than anything else this year. Especially during the slow summer months. **HELP IS NEEDED!!! We can't continue to grow without the participation of more alumni. Anyone with some spare time and basic computer skills can lend a helping hand. We'd like to list Navy related TV specials every month. The Crews list needs to be constantly added to and updated, as does the reunion page. We need to start and maintain a "memorial" page to list those who have passed on. We still have the '72 and '69 cruise books waiting in the wings for scanning and addition to the photo site. Maybe a "search" newsletter for people trying to locate others. Plenty to do. The work being done by these two gentlemen, and the other volunteers of the association will need to be assumed by others at some point. We can't ask a few to do all the work forever. Please contact the webmasters at either site (DD950.com or dd950.cjb.net), or any of the officers if you can lend a hand.**

The '70's...Fact or Fiction? (do you know *all* the facts?)

DD950...Friend or Foe?

from Dave Hood:

"While I was attending GMT "C" school in 1976, one of the instructors, GMT2 XXXXXXX, told us the story of the MORTON and the EDWARDS while they were homeported in Pearl. The story goes that a Torpedoman was testing the MK 32 torpedo tubes and was doing routine PMS by firing an airslug. Procedures were for him to unload the fish from the tubes but he took a shortcut and figured that all would be well if he simply test fired an EMPTY tube. Well, he screwed up and put the air flask on the wrong tube and launched a warshot fish over the side and right into the hull of her sister-ship moored alongside. The fish went through the hull and landed in the CPO Mess during chow, and a Chief dropped dead of a heart attack. According to legend, the two tin cans involved were the MORTON and the EDWARDS but I can't recall which ship shot the fish and which ship was hit by it. Can you refresh my memory? Of course, it's possible that this is just a 'sea story'. Thanks, Dave Hood, former GMT2, USS McKean DD784 ('76-'80)"

(reply from Jim Rasbach, IC2, '74-'76)

Hi Dave,

Thanks for writing about the story you heard about the USS RS Edwards DD950. I had heard something similar before, along with some other stories. I myself have no knowledge to the credence of the torpedoing of the USS Morton. However, that does not mean that the story is not true.

While I was onboard the DD950 during this time period we did have an accident with the ASROC, and a sailor was badly injured. There was an accidental shotgun shooting during a security drill that resulted in the death of an officer. We also made an excellent attempt to sink the ship, but they pumped the water out and all was well. I can't remember anybody torpedoing another ship while in Pearl Harbor, though.

I do remember the DD950 hitting a donkey while mooring alongside the USS Bryce Canyon hard enough that the donkey went flying into another ship and punctured a fuel tank. I was overheard referring to the CO as Capt. Crunch and got to stay and help clean up the mess instead of weekend liberty. I suspect that incident might be the basis of one of these stories.

I'll post your request for info in the ship's Forum at our Photo Album Web Site at dd950.cjb.net. Please stop by on occasion and see if anyone answers your request.

Thanks for writing. Regards, Jim Rasbach

(from Kevin Hopper, QM2, '74-'78)

Deja vu!...

Yo, Jim,

Yes, those were interesting times aboard the Edwards. The Gunners were doing routine PMS on the ASROC system and due to a fault in the equipment, the bird ignited in the launcher, burning the aft lookout really bad. I forget who had the deck, but the CO took the deck and the conn and got her moored faster than I've ever seen a ship moored. He was one heck of a conning officer!

I had duty the night after the SAT incident with the shotgun blast in the wardroom. As you know, the effects of that were felt long after.

As for Captain Crunch, he will remain nameless. One good thing about slamming the Bryce Canyon...it DID prove that the BC was not hard-welded to the pier!!! I am willing to bet that was one of the few times a collision alarm was sounded inport Pearl.

Oh, there were other times.....

Never heard about an errant torpedo slamming into the Morton, tho. I don't know the ships involved, but I did hear about a ship coming under "friendly fire", a torpedo launch, happening early on during Vietnam.

Kev

(from Larry Simmons, STG2, '75-'77)

I was on board from late '75 through late '77 and we never shot anyone with a torpedo. By the way, I'm STG2 Larry Simmons. These are the incidents I was onboard for, and they are pretty much accurate. We did test fire an air slug once over the main parking lot and some unfortunate fool decided that an empty torpedo tube was a good place to stash his smoke. Without looking into the tube we did test fire with an air slug and sent some of Hawaii's finest all over the parking lot. Other than that there were no other incidents concerning the tubes.

I was the one sitting on the MK 114 Fire Control system when the ASROC lit off and we burnt the guy on the after lookout. Of course it was never said that he was on after lookout since he was supposed to be on the fantail for that watch. Rather, they had stationed him on top of the ASROC magazine and he was at the aft rail when the missile went off. The Ready Eddie and her systems were absolved of that incident since the malfunction was found to be a mis-wired missile. They took two weeks trying to find something wrong with the systems and launcher

(continued from page 6)

looking to hang us.

The incident with the officer being shot during a security alert one night was a real tragedy. It was one of the young officers and it was a Friday night. He was married and his wife had just left for the mainland with his kids since he was mustering out of the Navy Monday morning and heading out to meet up with his family. He was actually shot in the wardroom as they were turning in weapons. Had a new kid on board that had never handled a weapon before and somehow got a round chambered in the shotgun and the safety off. As he was turning in his weapon he tightened his grip thinking he was going to drop it, and the gun went off. Needless to say that was a very sad time for everyone. Hated to see us lose one of the good guys.

Our ramming incident with the Bryce Canyon did send the double camel under the ship and ruptured the port fuel tank. I was down below in Sonar #2 when the camel went underneath the ship, and thought we had run aground on the end of Ford Island. After that we all talked about leaving the ship from then on, after dark, wearing black clothing.

After my two tours on the Eddie I spent three more years at FTG on Ford Island and there never was an incident of one ship firing a fish into another one. There are a lot of other crazy stories for those years as well, but no one ever got torpedoed in the harbor from late '75 through the end of '80.

In Subic Bay on the 1977 cruise we did pull out to sea to evade a typhoon and the Morton started out to sea at the same time. Unfortunately for her, everyone forgot they had a large hole just above the waterline on the starboard side where they were replacing some machinery in one of the engineering spaces. About halfway out of port someone realized the hole was there and they returned to the pier and rode the storm out there.

Hope this clears up some of the things that happened on the Eddie. Although we never torpedoed another ship in Pearl, I am sure after the ramming incident we were voted most likely to sink another ship in our own Navy, by the rest of the ships in the harbor.

Larry Simmons

Coming Soon!!!!

Hopefully in the next issue (the Winter edition) we'll continue the official command history as the ship moves into the 1970's, along with your input of "the rest of the story". There must be other witnesses out there to the events just mentioned with many more yet to be told.

The ASW modernization must have been just as tough as the original construction if not more so.(Or was it a piece of cake?)



CDR. Walter "Jack" Deal with cake at recommissioning party

Earning a Meritorious Unit Citation to start the '72 cruise must have been a sign of things to come as the ship continued from there to do a great job on the gunline including participation in the daring daylight mining of Haiphong Harbor in North Vietnam. Continued engineering problems that appear to have followed the ship for it's entire career. Any good "snipe" tales in the '70's? I'm sure there are!!! Send them along and we'll share them.



Drydock, Subic Bay. Another home away from home!!!

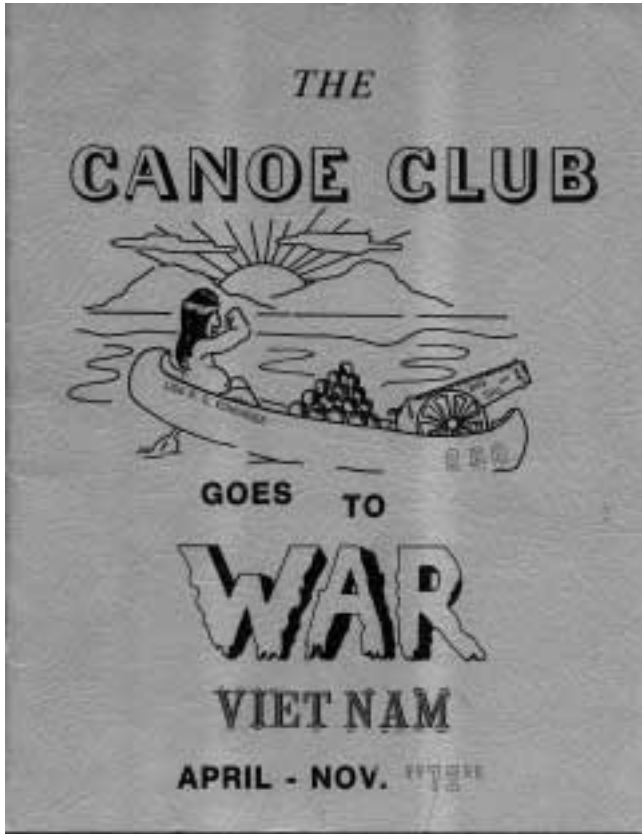
Where were you in '72? (Where are they now?)



1. Woodrow Smith
2. John Coats
3. Tom Suter
4. Cedric Crawford
5. "Gross" George Dunterman

SEND IN THOSE PHOTOS FOR SCANNING!

It's a way to share your past with others, and preserve it for the future. Send photos to:
Jim Rasbach, POB 513, Port Angeles, WA, 98362--OR-- Bob Tuttle (all photos will be returned)



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