

Starting now and for the next couple of months, we will be asking everyone to verify their information such as your address, phone number. To save the association money, we would like it done mostly by email. Later this year there will be a mailing of a new application for those who do not respond, whose email has stopped working or we have no email address on record. If you already responded thank you. Please read newsletter note about our website.

As of 7/14/12 active members stand at 656. There is 1 shipmate pending information at this time, and we have 102 on the memorial page. We added 4 new members this month from facebook contacts, they are Mike Walters (77-81;rm2) and Jeffery Messinger (78-80;bm3), Ken Flaute (Ftg2 75-78) Mike Neel (BT3 68-69) I have their information for anyone who wishes to contact them. We lost one member this month Grant Keller see notes below

We remove 5 names from active members Ervin Parker (his Request), Thomas Morris 73-74 Bt1 (lost contact), Robert Holmes 65-67 Bt3 (lost contact), Robert York 64-67 SFC (lost Contact), John Iannucci 70-72 sk3 (lost contact)

From The President' s Desk

NOT MUCH GOING ON THIS MONTH.

RALPH DRAEGER HAS ALREADY BEEN HARD AT WORK FINDING THINGS TO DO IN THE SAN FRANCISCO AREA FOR THE 2014 REUNION. BESIDES TOM BERNARD VOLUNTEERING TO HELP, LEE BALY HAS ALSO VOLUNTEERED TOO. SO THANKS TO ALL THREE.

CHARLIE JONES DID HIS RESEARCH AT THE NATIONAL ARCHIVES TO DETERMINE IF IN FACT THE SHIP WAS EXPOSED TO AGENT ORANGE WHILE OPERATING WITH THE MORTON DURING THE 1966 CRUISE. HE DID NOT FIND ANY INFORMATION TO INDICATE THIS. HOWEVER, HE WENT ONE STEP FURTHER AND CHECKED THE SHIPS EXPOSURE LIST WITH THE www.publichealth.va.gov/exposures/agentorange/shipslist WEBSITE AND FOUND OUT THAT THE READY EDDIE WAS NOW ON THE LIST, HAVING OPERATED ON THE MEKONG RIVER DELTA, IN THE PROVINCE OF KIEN HOA, DURING FEBRUARY 28, 1969 AND MARCH 1, 1969. THE SHIP DID NOT APPEAR ON THE LIST SIX MONTHS AGO. THANK YOU CHARLIE.

DOUG TEETER HAS RESIGNED HIS POST AS THE SHIPS STORE OPERATOR. TODD FOWLER HAS ASSUMED THOSE DUTIES. THE INVENTORY WILL BE SHIPPED TO TODD, SO IT MAY TAKE A LITTLE TIME TO GET THE STORE OPERATIONAL AGAIN. PLEASE BE PATIENT WHEN ORDERING.

IF YOU ORDERED A DVD FROM THE REUNION AND HAVE NOT RECEIVED IT YET, PLEASE LET ME KNOW AND I WILL CONTACT PRICE PERFECT PHOTOGRAPHY TO SEE WHY YOU DIDN'T GET YOUR COPY. I BELIEVE I HAVE TALKED MARK AND JODY INTO GOING TO THE 2014 REUNION TO DO THE PHOTOGRAPHY ONCE AGAIN. IT SEEMS THEY ARE BECOMING MORE LIKE FRIENDS,

NOW THAT THEY HAVE BEEN THE PHOTOGRAPHERS FOR THE LAST TWO REUNIONS.

THAT'S IT FROM MY CORNER OF THE WORLD.

JJ Hogue

From your Reunion Coordinator

New reunion coordinator is Ralph (wolfman) Draeger. 2014 site is San Francisco. Please help support him in his task

Secretary Desk

I am asking for any leads of shipmate that you are in contact with who are not members of the Edwards Association. We have 74 members who have verified their information on our membership list. Again thank you for your help, we were able to update 14 records with new information. 4 address changes, 9 phone numbers, 3 new email address. If you have not verified your address and phone number please take a few minutes and email me at bullcs3@hotmail.com

Treasures Report

Treasurers Report for June 1-30, 2011: Beginning Balance \$ 8687.77
Income \$ 1,989.27
Expenses \$ 7601.82
Ending Balance \$ 3075.22

Ship's Store

Thinking of coming up with a change coin to be sold through our ship store. More info to follow on this. If you have not visited the ship's store please do so. Need a new Edwards' ball cap?

Missing shipmates

Newsletter Notes

For those who are having trouble at the web site trying to access the membership

Sign in is the word member

Have I a link, thank To William Stubblefield to the Pounding The Do Son Peninsula on May 10.1972 for anyone who is interested in it.

The free guestbook service that was used on the website was discontinued by the vendor. For the interim, the guestbook buttons have been removed from the website. We are currently looking for a suitable replacement. Once we locate one, the buttons will be restored.

Thank you, rob

Subject: Grant Keller

I regret to notify your group that Grant Keller passed away last night. I am Bev Collins, my daughter is married to Grant's son Matthew Keller.

Some years ago I was in contact Joe Oleson but the email address that I have is not current. I am on vacation but I will pass on additional information for the funeral services when they become available.

I have Bev Address for anyone who wishes to contact her bob

I GOT AN E-MAIL FROM JODY AT PRICE PERFECT PHOTOGRAPHERS. EVERYTHING THAT WAS ORDERED HAS BEEN SHIPPED OUT TO THOSE WHO MADE PURCHASES, WITH THEM

JOE

Subject: Your email about the jet crash

William,

I remember you well from the Richard S. Edwards (DD 950). I was your Division Officer as Electronics Officer, was a Plankowner and later Gunnery Officer, leaving the RSE in October, 1961. I am emailing you about the correct happenings about the jet crash you wrote about in your email to Robert Sheard. I was Officer of the Deck that night in late '59 when we were plane guarding a carrier, in a station 2,000 yards astern. We were in WESPAC on the ship's first deployment. The carrier was conducting night operations when a jet attempted to land, hit the round down (rear of the flight deck), skidded across the angle deck and exploded just after clearing the ship on the port side. There was NO chance for the pilot to survive. We searched for wreckage and remains for about 8 hours in fairly rough seas. You are correct that the whale boat was not used in the search efforts. All that was recovered was some flotation gear and the pilot's helmet. This was recovered by ship's personnel using grappling hooks. I know all of this because the crash occurred just before I was to be relieved as Officer of the Deck following the 2000 – to 2400 watch. I saw it all and can see it again in my mind's eye. Captain Law would not let me be relieved and I retained the Deck and the Conn for the 8 hours we searched for remains, making a total of 12 continuous hours I was on watch on the Bridge. That incident, and the time we collided with the Bennington during a high-speed (18 knot) opposed replenishment are the two most vivid memories of my 5 years in the Navy. I was OOD for the Bennington incident also, although Captain Law had the Conn, not me, thankfully. I figure I would just be getting out of Leavenworth about now if I had. I don't know anything about the "large knife" portion of your email.

It was a great coincidence that you would write Robert about the incident and that I would read it. Please write back about your life since RSE, one that I hope has been fulfilling.

John Titus

LT, USNR