

Shipmate, this newsletter has taken awhile to get it together and ready for release. Guess I am slowing down a bit. If you have not been to the website [dd950.com](http://dd950.com), you have missed the new layout for the memorial page that has been update and the new page added for the ship's name sake Admiral Edwards. Please take some time and check it out. . As point out by a member, if you have a face book account and are not in the Richards S Edwards group, please consider joining it. It is a good way to keep in touch with your shipmates. Please read ship's store section about the new hat. If you know anyone who is not a member please forward their information to me so that I can send them an application for membership. Include their rank and years aboard if known. When you check out the memorial page and know someone who is no longer with us, please forward their name to me and if not a member we will need his rank and years aboard as a requirement to be added to this page.

## President Desk

I would like to mention that we have two new members that have affiliated with us recently, John Newenstyn and a gentleman whose name is Qho his name was provided by our Vice President, but I never got his full name. Also, I would like added in the newsletter that we have the post fram ball caps and polo shirts with pockets in the ship's store

## Vice President's Chair

Joined the navy in August of 1975. Went to boot camp in Orlando. After boot camp reported on board the eddie was put in the deck div. after a couple of mouths wail on duty ,the duty master of arms, IC1 Ed Run talked to me about striking to become a icman. Well I did, it was the best job I had in the Navy. left the eddie some time in 1979, Went to a shore command.

## reunion coordinator

Shipmates,

The following lays-out the planned schedule for our 2020 San Diego reunion. We have reserved a block of rooms at the Holiday Inn Bayside, which is at the intersection of Harbor and Nimitz Drives between what used to be the Naval Training Center and the ASW School (then and now). Plan on arriving Wednesday, April 29 staying until Monday, May 4. The room rate for the block would be \$145 single, \$153 double per night for Wednesday through Saturday nights. A continental breakfast in the hotel restaurant is included (If you want a full breakfast, \$8 will be deducted from your check.). The same rate will also apply for three days before and after for those coming early or staying late. We have an initial block of 35 rooms at this rate, but if they fill early, we should be able to get more. (I hosted a reunion of another destroyer at this location on a similar weekend, and we got the reduced rate for 70 rooms.) The hotel will be available for reservations about mid-May 2019. I'll notify our newsletter editor when the rooms are available and ask that he send out an email to everyone announcing the availability. The hotel offers a complimentary shuttle to/from both Lindbergh Field and the cruise ship piers for registered guests. Besides a terrific location, the hotel offers a putting green, shuffle board, pool, Jacuzzi, loaner bicycles, free Wi-Fi, fitness center, and table tennis. For those driving in, parking (normally \$15 per night) is complimentary. For more hotel information, see: <http://www.ihg.com/holidayinn/hotels/us/en/san-diego/sanby/hoteldetail>. Our hospitality room is noteworthy in that it is on the fifth floor with expansive views of the harbor through multiple sliding glass doors leading to small balconies. Most of the guest rooms have similar balconies. Don't let the five floors discourage you, there are two elevators proximate to the room. We offer a different tour each day. The cost of the tours is \$89 per person. The hospitality room is at no extra charge if we have 35 or more rooms filled. We will be able to bring in our own snacks and drinks and the hotel will provide tables, chairs, ice chests, ice, and water. The hotel restaurant offers a !0% discount to all patrons 65 and older. Complimentary shuttle can be arranged, in advance, to local shopping and

Balboa Park/Zoo, using a sign-up sheet.

If you haven't an EDWARDS nametag, we can have one made for you. They are approximately 3-in wide by 2-in high and have the ship's name and the attendee's name engraved on the front as well as the years onboard. For guests, it is obviously just the ship and guest names. The nametags have magnetic backs, so there are no holes poked in clothing. The cost is about \$9.00 each. I have a name tag for another destroyer from this vendor that they did for me 20 years ago, and it still looks brand new.

Our proposed schedule of events is:

Wednesday, April 29

1200 – 2200 Check into the hotel and then the hospitality room to receive your packets.

Thursday, April 30

0800 – 2200 Hospitality Room open.

0930 – 1430 City tour via full size motor coach. The tour will include Coronado, via Coronado Bridge, Balboa Park, the Gaslamp District with its renovated late 1800s buildings, plus a stop at Seaport Village with an opportunity to browse for an hour and shop and/or enjoy the scenic view of the harbor. Back on the bus, we'll proceed to the famous Bali Hai Restaurant on Shelter Island, for lunch. The view is scenic and will bring back memories of the Ready Eddie steaming past this very restaurant, established in 1953. It was renovated a few years ago, and offers one of San Diego's best restaurant views. After lunch we will proceed a short distance to Cabrillo National Monument, for a view of San Diego and the Pacific Ocean from 610 feet above sea level, seeing a similar view to that of those who watched us enter and depart San Diego Harbor.

Friday, May 1

0800 – 2200 Hospitality Room open.

0930 – 1430 La Jolla Tour, including Mount Soledad Veteran's Memorial with Memorial Service, lunch, and the former NTC via full size motor coach. We will first visit Mount Soledad, a one of a kind Veteran's Memorial, located 900 feet above sea level with a 360 degree view. We will hold our Memorial Service there. There will be time to view this site up close and take pictures. We will then travel to the Stephen Birch Aquarium, one of the best aquariums on the West Coast. Lunch will be at Tom Ham's Lighthouse located on Harbor Island, which island many of us watched being built as the harbor channel was dredged during 1967 and 1968. After lunch, the bus will drive through the former NTC where many shipmates went through Boot Camp, with a photo op stop at USS RECRUIT, which has recently undergone a significant exterior refurbishment.

Saturday, May 2

0800 – 1730 Hospitality Room open.

0930 – 1515 USS MIDWAY CV-41 and Two-Hour Narrated Harbor Excursion. The MIDWAY is handicap accessible, with elevators and park benches. Each visitor receives a complimentary headset that provides information about all of the exhibits on the ship. The tickets are pre-ordered, so there are no lines, everyone boards together. At noon, we again board the motor coach and proceed to the harbor excursion for a two-hour narrated tour. While enjoying the harbor tour, we'll also enjoy box lunches. The excursion passes by five military installations (Naval Mine and Anti-Submarine Warfare Command, Submarine Base (Ballast Point), North Island Naval Air Station, Coronado Amphibious Base, and 32<sup>nd</sup> Street Naval Station).

1600 – 1700 Annual Business Meeting in Hospitality Room

1800 – 2300 Annual Banquet. There will be three menu choices. Dinner includes salad, rolls and butter, desert, and Kona coffee, brewed decaf coffee, or hot tea. A full cash bar will also be available. Cost of the banquet is \$53 per person.

Sunday, May 3

0800 – 1900 Hospitality Room open.

0900-1700 Tour of Southern California's Wine Country and Wine Tastings. This will be another motor coach tour proceeding initially to Old Town Temecula where we will have two hours to visit many one of a kind shops and grab a bit to eat. After re-boarding the bus, we will proceed to the nearby vineyard area, where we will visit three of the many local wineries. We will have a complimentary wine tasting at each winery and an opportunity to purchase any wines that particularly please our palates. After the last winery, we will proceed back to San Diego. The time each way is 90-120 minutes, depending upon traffic. Most of our travel will be against the commuter flow. The minimum number for this tour is 35.

Monday, May 4

0800 – 1100 Check-out and head for home or the next adventure.

Questions: [jimkelly@earthlink.net](mailto:jimkelly@earthlink.net)

## Treasurer

**REPORT FROM TREASURER HAS BEEN DELETED**

## Secretary desk

Since last newsletter, we had 5 shipmates updates their information for our records, new phone numbers, address, email address. Thank you for taking the time to do it. Anyone receiving this newsletter who may have change any of their information and don't remember if they sent it to me please do it.

## Ship Store

I hope that you had a great time in Hawaii. I would like to check it out myself since I left in the 80's. I am trying to get the ship store updated since the pins are no longer available . also like to get input from people what they would like to see on the ship store and ideas on what to sell as well. hope to talk to you soon. take and say hi to everyone for me.

> todd

Todd would like you know we are currently having a ball cap made with the post-ram Eddie on it. **We will let everyone know when they are available.** We are also going to give all new members a ball cap as a **welcome** aboard gift.

## Web Master

**Awards Page** - Is this still a project to be worked on? If so, I still need content for the webpage (images, list of awards), as well as where it should be placed on the website

**Newsletters** - on going missing this years 2018-Bob needs to sent them

**2014 Reunion Group Photo** - I'm currently working with JJ on this, as he has some privacy / security issues that he wants to discuss before adding to the website

**Agent Orange Exposure** - Where do you want me to post the link? Do you want it added to the Ship Info page, the Links page, or somewhere else? Should we consult with someone else about the link location?

**Bon Hon Refueling** - Where do you want this photo added on the website? Do you want it in the Pictures section under 1959?

**List of Commanding Officers** - where should it go?

## Notes Received Since Last

## Newsletter

I also want to report that Don Krueger's wife has passed away Sept. 18th. They where on their way to Virginia to visit their son Pat and DebTurley, they were in Kentucky when she had a heart attack

and died. They have been to every reunion since 1998. She will be missed.

By Jim Kress

Hello,

I am an ex petty officer, and have known an older man who was also a sailor. He has given me a lot of his older navy stuff over the last couple of years. One thing is what appears to be a cruise book, from 1967-68. It has hand written in it "ships library". So I guess it belonged to the ship. It is in great shape. I want it to go to its home with other stuff from the ship. I read The DD950 was sank awhile back. So is there like a library or historian place that that this book belongs in?

Thanks,  
Ryan McNiel  
720-940-0988

I represent the family of Tom Suter with a VA Disability claim. The VA is asking for more info on his case and I received authorization from his widow, Sue Suter, to reach out to others he may have served with.

If you receive this email, we would greatly appreciate any guidance you may be able to give on obtaining additional info on his service. Specifically, the VA is inquiring about duties that were required and potential Agent Orange exposure.

I can be reached via email at: [pinyerdlaw@gmail.com](mailto:pinyerdlaw@gmail.com)

Or my cell phone 317-590-7794

Thank you for your service to our Country and thank you for your time,

Sincerely,

David Pinyerd

DisabilityForVeterans.com

The Law Office of David Pinyerd  
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Untouched for almost seven decades, the tunnel used in the Great Escape has finally been unearthed. The 111-yard passage nicknamed 'Harry' by Allied prisoners was sealed by the Germans after the audacious break-out from the POW camp Stalag Luft III in western Poland. Despite huge interest in the subject, encouraged by the film starring Steve McQueen, the tunnel remained undisturbed over the decades because it was behind the Iron Curtain and the Soviet authorities had no interest in its significance.



But at last British archaeologists have excavated it, and discovered its remarkable secrets.

Many of the bed boards which had been joined together to stop it collapsing were still in position. And the ventilation shaft, ingeniously crafted from used powdered milk containers known as Klim Tins, remained in working order.

Scattered throughout the tunnel, which is 30ft below ground, were bits of old metal buckets, hammers and crowbars which were used to hollow out the route.

A total of 600 prisoners worked on three tunnels at the same time. They were nicknamed Tom, Dick and Harry and were just 2 ft square for most of their length. It was on the night of March 24 and 25, 1944, that 76 Allied airmen escaped through Harry.

Barely a third of the 200 prisoners many in fake German uniforms and civilian outfits and carrying false identity papers, who were meant to slip away managed to leave before the alarm was raised when escapee number 77 was spotted.



Tunnel vision: A tunnel reconstruction showing the trolley system.

Only three made it back to Britain. Another 50 were executed by firing squad on the orders of Adolph Hitler, who was furious after learning of the breach of security. In all, 90 boards from bunk beds, 62 tables, 34 chairs and 76 benches, as well as thousands of items including knives, spoons, forks, towels and blankets, were squirreled away by the Allied prisoners to aid the escape plan under the noses of their captors.

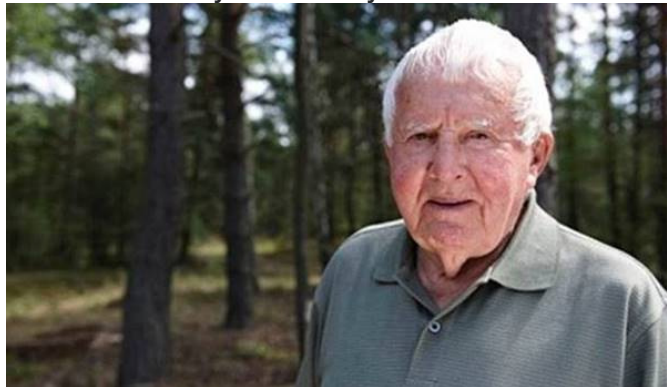
Although the Hollywood movie suggested otherwise, *NO* Americans were involved in the operation. Most were British, and the others were from Canada, (all the tunnelers were Canadian personnel with backgrounds in mining) Poland, New Zealand, Australia, and South Africa.



The site of the tunnel, recently excavated by British archaeologists. The latest dig, over three weeks in August, located the entrance to Harry, which was originally concealed under a stove in Hut 104.

The team also found another tunnel, called George, whose exact position had not been charted. It was never used as the 2,000 prisoners were forced to march to other camps as the Red Army approached in January 1945.

Watching the excavation was Gordie King, 91, an RAF radio operator, who was 140th in line to use Harry and therefore missed out. 'This brings back such bitter-sweet memories,' he said as he wiped away tears. 'I'm amazed by what they've found.'



Bitter-sweet memories: Gordie King, 91, made an emotional return to Stalag Luft III. In a related post: *Many of the recent generations have no true notion of the cost in lives and treasure that were paid for the liberties that we enjoy in this United States. They also have no idea in respect of the lengths that the "greatest generation" went to*

*in order to preserve those liberties. Below is one true, small and entertaining story regarding those measures that are well worth reading, even if the only thing derived from the story is entertainment.*

#### Escape from WWII POW Camps

Starting in 1940, an increasing number of British and Canadian Airmen found themselves as the involuntary guests of the Third Reich, and the Crown was casting about for ways and means to facilitate their escape..

Now obviously, one of the most helpful aids to that end is a useful and accurate map, one showing not only where stuff was, but also showing the locations of 'safe houses' where a POW on-the-lam could go for food and shelter.

Paper maps had some real drawbacks -- they make a lot of noise when you open and fold them, they wear out rapidly, and if they get wet, they turn into mush.

Someone in MI-5 (similar to America's OSS) got the idea of printing escape maps on silk. It's durable, can be scrunched-up into tiny wads and, unfolded as many times as needed and, makes no noise whatsoever.

At that time, there was only one manufacturer in Great Britain that had perfected the technology of printing on silk, and that was John Waddington Ltd. When approached by the government, the firm was only too happy to do its bit for the war effort .

By pure coincidence, Waddington was also the U.K. Licensee for the popular American board game Monopoly. As it happened, 'games and pastimes' was a category of item qualified for insertion into 'CARE packages', dispatched by the International Red Cross to prisoners of war.

Under the strictest of secrecy, in a securely guarded and inaccessible old workshop on the grounds of Waddington's, a group of sworn-to-secrecy employees began mass-producing escape maps, keyed to each region of Germany, Italy, and France or wherever Allied POW camps were located. When processed, these maps could be folded into such tiny dots that they would actually fit inside a Monopoly playing piece.



As long as they were at it, the clever workmen at Waddington's also managed to add:

1. A playing token, containing a small magnetic compass
2. A two-part metal file that could easily be screwed together
3. Useful amounts of genuine high-denomination German, Italian, and French currency, hidden within the piles of Monopoly money!

British and American air crews were advised, before taking off on their first mission, how to identify a 'rigged' Monopoly set – by means of a tiny red dot, one cleverly rigged to look like an ordinary printing glitch, located in the corner of the Free Parking square.

Of the estimated 35,000 Allied POWS who successfully escaped, an estimated one-third were aided in their flight by the rigged Monopoly sets. Everyone who did so was sworn to secrecy indefinitely, since the British Government might want to use this highly successful ruse in still another, future war.

The story wasn't declassified until 2007, when the surviving craftsmen from Waddington's, as well as the firm itself, were finally honored in a public ceremony.

It's always nice when you can play that 'Get Out of Jail' Free' card!

sent by Bill Albritton

Sorry to hear of your experience on your visit to Hawaii. From what you said you must have stayed in Waikiki. The area has become the eye-sore of Hawaii. I live in Ewa Beach and during my 18+ years here in Hawaii I have been to Waikiki maybe four or five times. It is now a high crime area and no longer (like you say) the Hawaii we remember. When I have friends, who are planning a visit to Hawaii I tell them if they are coming to Oahu, then book a hotel or vacation rental at Ko'Olina ([www. http://koolina.com/](http://koolina.com/) ). The area is clean, beautiful beaches, great restaurants and still exudes the Aloha spirit.

On another note a Ready Eddie shipmate, SK3 Spaulding (76-79) passed away from pancreatic cancer. He worked for me on the Eddie when I was a boot SKC. He was diagnosed and passed away less than a month later.

Fair winds ....

*Len Hammond*

Dear Bob, Glad you were able to enjoy your 43rd anniversary; well done to you and your wife. You're right about the BIG changes in Oahu and Hawaii; sometimes progress is not a great thing. You were missed, but we hope to see you in 2020 in Dan Diego.

Best wishes, Al Davidson LT 1966-68

Thanks for the work you do to keep us Ready Eddie shipmates informed on activities. I know it must take a lot of work.

In your next letter you might mention that there is a Richard S. Edwards group on Facebook that might be of interest.

Pat Bray SH3 67-68.

Bob please let me us this to contact any of my friends from the 65-70 timeframe in operations. My computer crashed and I lost all email information please email me a note at [John.Fasce.cox.net](mailto:John.Fasce.cox.net) so I can built a new listing. Thanks Bob for this John fasce

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