

Association Officers

Michael Robertson (President)	GMG3	1972-1974
George Pavlovich (Vice President)	IC3	1975-1979
Robert Sheard (Secretary)	CS3	1970-1972
Jim Kress (Treasurer)	BT3	1961-1964
Dale Prescott (Master of Arms)	BM2	1966-1967
Todd Fowler (Ship's Store)	MS2	1980-1981

Reunion is to be postponed until next year stay tuned for further news to come.

New Dates April 20-25 2021

I understand postponing from an abundance of caution. I called the hotel and the tour vendor and arranged new dates for the reunion, Tuesday, April 20 through Sunday, April 25, 2021. Details on costs and the specific schedule will be available next week, after more talks with the vendors. Our deposits should roll forward. Each shipmate who has made a reservation at the Holiday Inn needs to contact the hotel and cancel their reservation. Otherwise, they will be charged for one night before the hotel then cancels the reservation after a no show.

Sent out 0 letters to fellow shipmates to try and correct our data base. Received a email from Dallas Dykes step daughter that he passed away back on Dec. 22, 2015. He was a non email member. Need help with a question below in comments on 72 westpac. Dallas Dykes was added to the memorial page, please read comments below. Added Jim Franks to the memorial page, please read the comments below.

President Desk

The coronavirus situation is getting serious every day. I went ahead and took a tally with the officers of the Edwards Association concerning the postponement of the 2020 reunion and here are the results, James Kress voted for postponement, Robert Sheard agreed to postpone. The understanding that I got from Dale Prescott is that money needed to be refunded if the reunion is canceled. George Pavlovich is against postponing. I understand and respect his opinion. I have brought nonrefundable airline tickets and my understanding about the nonrefundable tickets is that the airlines will work with you, give you a credit and waive booking fees. I paid my registration fees, signed up for the tours, reserved a hotel room for my wife and myself. I have looked forward to having this reunion and is disappointed about the circumstances that it is being canceled for. The decision to cancel the reunion was not easy to make overwhelming factor in my decision to cancel is that the health and safety of my fellow association members are very important to me, I cannot in good faith encourage fellow members to attend. The risk of someone sitting next a fellow passenger on board a plane who might be infected with the virus is to great ,many of our association older members who would be attending the reunion might have health issues and could be susceptible to conronavirus .The virus has no known cure for now.(We will all get through this) .Jim Kelly our reunion coordinator has talked to the tour guide and bus company about a possible date change The reunion dates are Tuesday, April 20 through Sunday April 25,2021 in San Diego at the same hotel that we were going to have the 2020 reunion. I wanted to go for June to allow school age kids to attend but the room rates for the hotel rooms would increase \$30-40 per night greatly increasing the cost per room. June through August are prime summer rates. April -May we would get similar rates that we had for the 2020 reunion. Jim Kress our treasurer is in the process of writing refund checks to those that signed up and paid for the reunion. Jim Kelly the reunion coordinator has been instructed to return any checks in his possession of members that paid the association for registration fees and tours back to them. Robert Sheard our secretary has updated the Edwards face book page with news of the cancellation and this upcoming newsletter will reflect the same. Also if you had not done so cancel your hotel registrations so that you will not get charged for reservations at the hotel in San Diego that you might have made.

(thoughts and prayers for you and your families)

Mike

Treasurer

Feb. 07, 2020 - Mar. 06, 2020

Beginning Balance	\$ 8,488.10
Income	8,764.76
Expenses	53.90
Ending Balance	\$17,198.96

Jim Kress

Reunion Coordinator Report

I understand postponing from an abundance of caution. I'll call the hotel in the morning and work things out with them.

Secretary

Had one email about an address change. One name below was taken off the list from death. Received one email correction this month.

Missing Members

Letters returned bad address

Craig Lippert	crew member
Rick Lehtonen	active member
Gary Moore	crew member
James Gillard	active member
Robert Millman	active member
Len Bonneville	crew member
Kevin Hopper	crew member
Karl Phaler	crew Member
James Saxton	active member
Herman Ritchie	active Member
Esteban Rodriguez	active member
Marshall Minks	active member
Joseph Smith	active member
Grover Poe	crew member
Rudy Anaya	active member

Bill Tate	active member
Robert Holms	crew member
Venson Hoff	crew member
Gordon Phillips	crew member
Roger Stalvey	active member
David Castle	active member
Robert Mikkola	active member
Thomas Sutter	active member
Ralph Scarbrough	Active member
Charles Griva	active member

Clarence Graham	crew member
Greg Martin	crew Member
Ervin Parker	crew Member
Roger Walker	active member (no email)
Joe Sisto	crew member
Thomas Borelli	crew member
Missing no contact since mail out	
James Batchelor	crew member
Larry Barker	crew member
James Batchelor	crew member
David Atwater	crew member
Richard Edwards	crew member
Edward Eyer	crew member

If you are in contact with any of these names above, please let us know. All active members have been switch to crew members only and address removed, crew members have mailing address removed.

Web Master

Some people have not been able to sign in to our website DD [950.com](https://www.dd950.com) as it has been declared unsafe

This "unsafe" warning is generated by a SmartScreen security feature that is built into Microsoft Edge and Internet Explorer. Visitors that use Firefox, Chrome, Safari, etc are not affected.

The website autoplays the "Anchors Away" them when you first visit the website. This SmartScreen feature has falsely identified this as some sort of phishing attack, and marked the website as unsafe. Obviously, this is not true. So I filled out a Microsoft form requesting that the website be marked as safe.

Unfortunately, this is all we can do, and I'm not sure how long it will take for Microsoft to respond. In the

meantime, we should encouraged all members to use Firefox, Chrome, or Safari until the issue is resolved. The dd950.com website domain expires on 1/11/220. We need to login and renew before Sunday, otherwise someone else could purchase the domain from us.

Tuttle was able to send me the password reset email, and I was able to log into the website. I forwarded the new credentials to Jim so that he can renew the domain.

-Robert

Story

Now we are all old "Grey Haired" folk. How did we get here from the young guys that we were in the past? Navy guys that could conquer everything, even the Sea.

I was one of the original crew (Plank Owner) that formed up in San Diego for a ship's company that we knew nothing about, as we were new guys, and in my case, I didn't know much about anything (I am older now and guess what?, I still don't know anything- less than when I was 18-just more introspective). I was an FA, to later become a Shipfitter Metalsmith 3, just as I departed the ship after returning from WesPac in San Diego, May 1960.

1958-We gathered in barracks in SD, assigned after boot camp, as I remember at the Training Center. I remember talking to a Chief, an old grizzled guy, that was probably 39 years old. Really old, but I remember him as a guy that I would follow anywhere. I also remember flying on a DC6 Charter to SEA that really dazzled me; I did later become a 34 year United Airlines Captain, Flying the 747-400 before I retired..... who'd of thunk. We landed in SEA and went to Navy Barracks, then to Pier 91 where we would stay until moving aboard Edwards. Really exciting times...Really.

We started to familiarize ourselves with our new Ship and our new lives as US Navy Sailors.

The weather was different in Seattle than the weather I was familiar with, and the Navy life was different. We all adjusted and found friends that I remember to this da

We were commissioned to sail to Valparaiso Chile, for our shakedown cruise. We stopped at ports along the way: Mazatlán, Mexico where the folks welcomed us with open arms. Great people. Next was Balboa, Canal Zone, then Valparaiso Chili. Guess what-we crossed the Equator and many of us experienced a metamorphosis from Polliwogs to Trusty Shellbacks. I do remember that BT 2 Capps had a very serious medical condition that required us to steam fast to a US Navy Medical facility. Helicopters were to become very active in the near future, but not now, thus we needed to steam fast: 3 of our 4 boilers became inactive. Yea, right--- out of service..... We did get to SD (as I remember) and Capps was taken to the hospital and survived. As I remember he was a good guy. Thank goodness.

We went to Long Beach for an extended overhaul, as we needed to remove the 01 level to remove and straighten the shaft. This is as I remember the history. (I did read in Wikipedia that the Edwards returned to Seattle for the boiler replacement, but I thought that we went to Long Beach-however I could be incorrect after, lo these many years. The boilers and the shaft issue were different thus I could be incorrect) I was from Los Angeles when we were in Long Beach, so that was just great. EM Salazar, IC Pronzinski also from LA.....yeah, we were good.....

Finished that overhaul and went to sea for a WesPac Tour.

I do remember that we were in a very large, repeat very LARGE Pacific Cyclone/Typhoon (I'm not exactly sure our location other than a very big Pacific Ocean) that lasted for many weeks, many weeks, many weeks..... we were providing safety for an ocean-going tug, scrap Jeep Carrier(s), and crew that were caught in the:

The only difference between a hurricane, a cyclone, and a typhoon is the location where the storm occurs. Hurricanes, cyclones, and typhoons are all the same weather phenomenon; we just use different names for these storms in different places. In the Atlantic and Northeast Pacific, the term "hurricane" is used.

I would have been court-marshaled had the brass known that I did walk out on the main deck, in very severe weather, for a breath of fresh air. I was a young stud that did not know my *** from a hole in the ground and would have supported the brass giving me a reprimand, due to my stupidity. Sorry.....

Pearl Harbor: A tropical paradise. Much different in the late 50s vs when I flew there with United Airlines in the late '60s until 2000. I know that it has changed since then.

After a stop at Midway, where an Albatross "goony bird" attempted to do great harm to a 6'3" Gunners Mate (the bird started to chase the Gunners Mate, who ran away for good reason), we continued on and docked in: Yokosuka Japan. At the time the Communists were having demonstrations in Japan. I remember going to Tokyo, by myself, as no one was available, walking down a street in US Navy Uniform when someone threw a bottle at me from a high window that shattered like a nuclear bomb directly/just in front of me; I went to the USO, quickly, and never again ventured out alone to explore. I later, with friends, went to a museum at ground "0" in Hiroshima, or was it Nagasaki. I was with other USN guys, in uniform, but felt somewhat uncomfortable in the museum. I was looking at an exhibit and did not realize that the other guys had moved on down the line. I was about a foot taller than the Japanese that were also reading the data and thinking about the display; no one said anything but I thought it best to rejoin my troops; the Japanese were wonderful people, but this was Sacred Ground and it was soon after WWII.

We stopped in Hong Kong, and Kaohsiung as we did Formosa Patrol, South China Sea. Hong Kong was much different then; later with United I flew into Ki Tak, then still later the new Hong Kong International Airport (IATA: HKG, ICAO: VHHH). Hong Kong had changed dramatically from my Navy days. Of course, I would not recognize Hong Kong now.

Formosa Patrol: Patrolling slowly between Formosa and Mainland China to show the American Flag. "Quemoy and Matsu are two islands located off the Chinese coast. They were held by the Nationalist Chinese of Taiwan, and claimed by the Communist Chinese on the Mainland. The Communists began bombarding Quemoy and Matsu with long range guns attempting to cut off supply lines to the islands". This, thank goodness that was not on our watch.

Something that I remember on our eventual return to San Diego was a stop in Guam, when the: "Trieste is a Swiss-designed, Italian-built deep-diving research bathyscaphe, which with its crew of two reached a record maximum depth of about 10,911 metres (35,797 ft), in the deepest known part of the Earth's oceans, the Challenger Deep, in the Mariana Trench near Guam in the Pacific. On 23 January 1960, Jacques Piccard (son of the boat's designer Auguste Piccard) and US Navy Lieutenant Don Walsh achieved the goal of Project Nekton. Trieste was the first manned vessel to have reached the bottom of

the Challenger Deep.[1]””

Submitted By Garrett Paull

Comments

Not sure if this info is available, but I've been watching the developments on the Blue Water Navy Agent Orange claims and it seems like it would be helpful to know the lat & long for our time on the gunline. Seems like it might be necessary if anyone is submitting an Agent Orange claim.

Maybe someone has that info and could share.

Dave Wells

Gentlemen,

Per Dave Wells inquiry about the specific latitude/longitude of our tour of duty in Vietnam in 1972, I am in need of this info to follow up on the recently extended agent orange claim process. If anyone knows where I can get this information, I would greatly appreciate hearing about it.

Thanks,

Joe Steinmeyer

For the Crew of the EDWARDS during the 72 Campaign in Viet Nam. If you are already with the VA you go to Enrollment and get your name put on the Agent Orange list if you not with the VA at this time you must bring your DD214 and any records that may help(Medals & Awards) too. They will put you on the Agent Orange list immediately, you do not have to prove that the EDWARDS was within the 5 Mile limit as they already have that information. If you have any of the Agent Orange conditions go to the DAV and they will be extremely helpful in filing a claim. I hope this helps all my fellow Blue Water Navy EDWARDS VETS. If any has any questions please let me know, I have been through the whole process.

Bob DeValk, SK2 (crew of '70,71, & 72)

Any one that are waiting to order one the two pins please send money to the address i well put here. Plus let Jim know which one you want or both. Again there \$13.00 each. Jim well let me know your address so to mail them to you. Thanks for your support to are Eddie association. Here is his address.

Jim Kress

3090 keokuk street

Dubuque, Iowa

52001

Thanks .

Robert: for the guy who's trying to locate latitudes and longitudes for the Edwards, he might be able to find what he needs by getting a hold of the ship's deck logs which were filled out daily and show the lat-longs. I attached a screenshot from a Google search I did and came up with a link to the national archives catalog. I am unsure as to whether this is some kind of commercial entity or if he can go directly to the national archives site. He may need to research it a little but the information should be available.

T. Farrell

SN 69-70

Sorry to inform you that Dallas Dykes passed December 2015.

Yours sincerely,
Step Daughter
Patti Lain Currie

5 Things You Didn't Know About The U.S. Navy

On March 27, 1794, President George Washington and Congress authorized the creation of the U.S. Navy. Here are 5 facts you probably did not know about America's maritime branch of the military...

The Navy produced six future presidents during World War II. No president had ever served in the Navy until World War II, when it suddenly turned into a near prerequisite for reaching the White House. John F. Kennedy commanded a motor torpedo boat that was run over by a Japanese destroyer in the Solomon Islands; Lyndon B. Johnson was briefly stationed in New Zealand and Australia despite being a sitting member of Congress; Richard Nixon supervised air cargo operations; Gerald Ford served as an aircraft carrier's assistant navigator and was nearly swept overboard in a typhoon; Jimmy Carter attended the Naval Academy (and became a submariner after the war); and George H.W. Bush flew 58 combat missions, including one in which he was shot down over the Pacific. In fact, from 1961 to 1993, the only non-Navy man to become president was Ronald Reagan.

David Farragut Was the Navy's First Admiral David Farragut became famous for his quote, "Damn the torpedoes! Full speed ahead!" Admiral David Farragut entered the U.S. Navy at age 9 and just two years later served in the War of 1812. By the time he was 12, he had risen to the rank of prize master, the officer in charge of captured ships. By the age of 20 he was already an accomplished ship's officer. Farragut was promoted to Vice-Admiral by President Abraham Lincoln and was made the Navy's first admiral following the Civil War.

The Secretary of the Navy Names The Ships The Secretary of the Navy has been naming the government's ships since about 1819, and the names are usually chosen from naval history, retirees, sailors and notable members of the public. An interesting bit of trivia is that the ships named after individuals are christened by the individual's oldest female descendent. Only ships commissioned after 1907 use the prefix USS (which stands for "United States Ship") when it was formalized by President Theodore Roosevelt.

There Are Only 17 Officers in The Blue Angels Each Year Think you've got what it takes to fly with the Blue Angels? There are only 17 people who voluntarily serve with the Blue Angels each year, making the position quite prestigious. The Chief of Naval Air Training selects "Boss," the Blue Angels Commanding Officer. Boss must have at least 3,000 tactical jet flight-hours and have commanded a tactical jet squadron. The Commanding Officer flies the Number 1 jet.

The Navy Was Disbanded After The Revolutionary War The Navy was actually disbanded after the Revolutionary War, but brought back in 1794 to fight pirates. It was President George Washington, who brought back the Navy via the Naval Act of 1794. Due to threats to American merchant shipping by Barbary pirates from four North African Muslim States in the Mediterranean, it was essential to create a permanent standing U.S. Navy. It's been that way ever since.

Sent by John Crawford

Thank you for cancelling. I am one of the old folks mentioned on TV. Bill Riley, DCA 1958 Jeanne And Bill Riley

Hello. I'm Jennifer (Franks) Jasso. My dad was Jim Franks. He passed away 12/19/19. Are there pics of him on this site?

Thank you.
Jennifer.

