



# Ready Eddie Reader!!!

VOLUME 1, ISSUE 2

FALL, 1998

## "Meet me in St. Louis" Reunion, 2000

**"Save the Date" June 1-4, 2000**

If the crashing of the worlds computers and other manners of Armaggedon haven't ended life as we know it, the year 2000 holds the promise of a great reunion. By majority vote of the attendees of the last reunion, the place to be in 2000 is St. Louis, MO. It will again be held the weekend after Memorial Day, June 1-4, 2000. Tom Petersen, has agreed to be the official reunion "contact" person. The "Contact" will receive and field questions re, the reunion and will keep track of all who express interest. He'll keep the rest of the reunion committee updated on how many and who will be attending the reunion so appropriate plans can be made to accommodate the masses. Don Farrar has started the leg work involved and is the year 2000 Head of Reunion Committee. Don has under construction a reunion web site at <http://www2.nightowl.net/dfarrar>. He can be contacted there or at his personal web site at [don@foreverinbloom.com](mailto:don@foreverinbloom.com). The list of By-Laws includes other areas that fall under the reunion committee, and will need volunteers to man. Please contact Jack L. Sanders, Bob Tuttle, Tom or Don if you feel you can dedicate some time to one or more area(s) of this most important function of our association, or any ideas or suggestions.

Reunion 2000 is just the beginning though. Any ideas, info, on future sites should be directed to Marshall Minks so that it can be presented to the attendees at the 2000 reunion for a decision on 2002. Marshall will receive, file, research, your input for a presentation at the business meeting in St. Louis.

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**BTCS MINKS**

## Presidents Message

I would like to thank you for your interest in the R.S. Edwards Association. It is off and running well at the present time with a lot of help from you and your past shipmates (or your old friends). It looks perpetual to me. "But" please take a moment and try to contact one or two of your old shipmates from the R.S. Edwards to let them know about our association so the word can get out and we may continue to grow in membership. If you haven't mailed in your membership form, **please do**, so that our records will stay current and up to date. Also include your rate and rank, and years you served onboard the R.S. Edwards. If we are asked about a certain year, we will know how many members from that year we have found.

Our reunion committee has the task at hand to set up the next and future reunion locations. We will try to locate the best accommodations at the best rates for the group. We need areas with good airport access. We also find that plenty of entertainment during the reunion weekend is very important to us and our families. Please volunteer to help the committee with your input of great locations for future reunions and mail your information to:

Reunion Committee  
c/o Marshall Minks  
101 North Grandview St.  
Mount Dora, FL 32757  
e-mail [MDMCompany@aol.com](mailto:MDMCompany@aol.com)

so he may distribute it to the reunion committee.

The Holidays are here. I am speaking for our association and our families with a wish for Seasons Greetings. May your home be filled with warmth and happiness during the holidays and all through the coming year.

Merry Christmas and Happy New Year  
Jack L. Sanders



# “WHERE IT ALL BEGAN”

USS RICHARD S. EDWARDS (DD950) was built by the Puget Sound Bridge and Dredging Company, Seattle, WA. Her keel was laid 29 December 1956. She was launched 24 September 1957 under the sponsorship of Mrs. William B. Franke, wife of the Secretary of the Navy. The destroyer was commissioned in the Puget Sound Naval Shipyard, 5 February 1959, Commander Richard R. Law, U.S. Navy, commanding.

USS RICHARD S. EDWARDS was designed for a length overall of 418 feet, 5 in; extreme beam of 45 feet, 2 in; full load displacement of 4,200 tons; maximum navigational draft of 20 feet, 5 in; a designed speed exceeding 30 knots; and accommodations for 25 officers and 339 men. She was originally armed with 3 5-inch .54 caliber guns; 4 3-inch .50 caliber guns in 2 twin mounts; 1 anti-submarine rocket launcher group (HEDGEHOG); a Drone Anti-submarine Helicopter System (DASH); 1 depth charge track; and 2 depth charge projectors.

RICHARD S. EDWARDS completed fitting out at the Puget Sound Naval Shipyard 25 March 1959 and reached her home port of San Diego 28 March Destroyer Squadron 7. She sailed 6 April on a shake-down cruise that took her to Mazatlan, Mexico; Balboa, Canal Zone; and Valparaiso, Chile. She returned north to San Diego 13 May 1959, resuming western seaboard operations until 5 December when she deployed to join the Seventh Fleet in the Far East.

## **A bit more Edwards history**

*“After outfitting and numerous minor repairs at PSNS the Edwards left for her home port of San Diego pausing enroute to load ammo at Bangor. We spent a few weeks in San Diego undergoing training exercises and loading additional supplies before embarking on our shakedown cruise. During these exercises we wiped the port spring bearing several times. It was decided that this was due to insufficient oil because of the dip stick being marked improperly. A new dip stick was installed and thus the problem was supposedly corrected. Notice I said “supposedly”. More on that later.*

*Our shake down cruise took us to Mexico, Panama, and Chile. Our ports of call were Mazatlan, Balboa, and Valaparaiso. The trip down was mostly uneventful until we neared Valaparaiso. It was then that we began to notice an unusual demand for feed water for one of the boilers. It was discovered that there were rupture tubes which made it necessary to shut down that boiler. No problem, we had three more.*

*We were amazed at the radical change in the tides at Valaparaiso. At high tide we would be looking down at the dock. At low tide the dock was above the 01 deck level. Every time the tide changed line handlers were needed.*

*While in Valaparaiso I had the dubious distinction of being the only member of the crew to be returned to the ship by the civil authorities. That’s another story I might go into later.*

*In the harbor were several ships, most of them WWII tin cans donated by the U.S., but one, their pride and joy, was a light cruiser of the Brooklyn class. It was the flagship of the Chilean Navy. It was much like the old Sperry and Narius of our Navy...it didn’t go anywhere.*

*On our return the problems began to appear. Somewhere between Valaparaiso and our return to Balboa we lost another boiler. The cause was the same as before. We made a second stop in Balboa before continuing back to San Diego. Shortly after our departure we began having more feed water problems. But even worse, we ran out of almost all food except for beans and ice cream. About two days before we were due to arrive stateside we lost another boiler. We managed to limp into DesBase with only one boiler supplying steam. We hardly had time to shift to shore power before we lost our last boiler.*

*Needless to say, before we could become an operating component of the fleet, this would have to be corrected. So, we had all the boilers re-tubed. It was determined that the builder had filled the feed water tanks with dock water causing excessive deposits, and the added pressure ruptured the tubes. The builder paid for the overhaul.*

*More on the early adventures and mis-adventures of the DD950 later.”*

*Steven S. Whitney AKA “Rat”*

*“PS: During my tenure in the Navy I was known as Rat no matter where I was stationed. This had no reference to my behavior, personality, or looks. It was because of a tattoo that I have.”*

The destroyer called at Pearl Harbor and was proceeding toward Midway 12 December 1959 when she was diverted to assist merchant tug ELBE at latitude 18°-15' North, longitude 178°- 40' East. Four days later she found the merchant tug dead in the water with a manila hawser caught in the propeller. Two former Navy Escort Carriers, which had been in tow of ELBE, were adrift but riding well in heavy seas. The destroyer stood by until merchant tugs arrived 23 December, then continued to Apra Harbor, Guam, arriving 28 December 1959.

RICHARD S. EDWARDS departed Apra Harbor 29 December 1959. The flagship of Destroyer Squadron 7, she guarded BON HOMME RICHARD (CVA-31) during anti-submarine warfare exercises toward Okinawa. She later plane guarded Midway (CVA-41) in the South China Sea before representing the Seventh Fleet 29 March 1960 in celebrating the 10th anniversary of the founding of Nichinan City, Japan. Captain Harley K. NAUMAN, commander Destroyer Squadron 7, in

RICHARD S. EDWARDS, accepted the civic award presented by Mayor Hajime IDOGAWA in behalf of Colonel Boloner F. N. WIMBERLY, USA, whose guidance and assistance were instrumental in accomplishing the incorporation of Nichinan City in 1950. Captain Nauman, in accepting the award, addressed the distinguished Japanese in their native language: "When people get well acquainted they become friends. Among friends there is trust. Misunderstandings vanish. We hope the friendship between us, the people of Japan and the United States, will continue to grow stronger as time goes on."

The destroyer departed Nichinan 30 March 1960 to serve as the flagship of the Taiwan Patrol Force until 18 April. She departed Yokosuka 28 April 1960 and returned to San Diego 13 May for operations along the western seaboard. On 4 August 1960, she followed in the wake of BENNINGTON (CVS-20) conducting the Fleet Parade for the Seattle Sea Fair. The destroyer overhauled in the Long Beach Naval shipyard (16 August-14 October), then sharpened her combat readiness during operations out of San Diego as flagship of Destroyer Squadron 7.

RICHARD S. EDWARDS again sailed for the Far East 27 February 1961. She arrived at Yokosuka 17 March, joined in tactical exercises with Japanese destroyers, then proceeded to Chinhae Hang, Korea, arriving 4 April 1961. The following day she served as the flagship of Seventh Fleet Commander, Vice Admiral C. D. GRIFFIN. The destroyer was the site of the graduation ceremony of Midshipmen of the Korean Naval Academy, attended by President Po Sun Yun, Republic of Korea. She departed 6 April for Sasebo, then joined in maneuvers 40 ships of 7 SEATO nations, ranging from Manila Bay for joint amphibious landing operations on Balabagan Island, North Borneo. During these operations, the destroyer plane guarded British carrier HMS VICTORIOUS and was barrier patrol for the amphibious assault exercise.

RICHARD S. EDWARDS returned to Subic Bay from Borneo 6 May 1961. She stood out 10 April for the South China Sea in the screen of BON HOMME RICHARD (CVA-31). The afternoon of 17 May 1961, she she left the formation to search for survivors of the Philippines fishing trawler De La Paz. Near midnight, she made a rendezvous with SS Union Pioneer, which had recovered 112 De La Paz survivors. Proceeding to the disaster scene (15°-00'N, 115°-00'E), she searched with floodlights until dawn of the 18th, but additional survivors were not found. The destroyer rejoined BON HOMME RICHARD, steaming to the Philippines before calling at Hong Kong and ports in Japan. She departed Yokosuka 31 August 1961, bound by way of Hawaii to San Diego, arriving 14 September 1961.

RICHARD S. EDWARDS led her Destroyer Squadron 7 in readiness training out of San Diego, overhauled at the Long Beach Naval Shipyard (March-May 1962), then ranged the western seaboard with carriers KITTY HAWK (CVA-63) and RANGER (CVA-61). She again was deployed to the Far East 13 November 1962, arriving at Yokosuka 22 December, then plane guarded RANGER (CVA-61) in the South China Sea, off Okinawa and the Philippines. She patrolled in the Taiwan Straits 20 March-28 April 1963, again joined RANGER for fleet tactics east of Honshu, then departed Yokosuka 3 June for return to San Diego 15 June 1963.

RICHARD S. EDWARDS continued coastal operations out of San Diego through 17 December 1963, when she joined CONSTELLATION (CVA-64) in conducting anti-air warfare and surface-air warfare demonstrations reviewed by the Secretary of Navy. Seaboard training continued until 5 August 1964, when she put to sea with RANGER (CVA-61), bound by way of Hawaii to the Philippines.

The destroyer entered Subic Bay 23 August, joined COONTZ (DLG-9) in exercises off Luzon, then sailed 31 August to take up a patrol station in the Gulf of Tonkin in company with destroyer MORTON (DD-948). The night of 18 September 1964, radarscopes of the two destroyers tracked the shapes of four high-speed targets till they closed to near 2,000 yards, then opened with gunfire, after which all signs of the menacing craft disappeared. These were believed to be North Vietnamese motor torpedo boats, but whether any were sunk or damaged could not be established as no physical evidence such as debris, oil slick or wreckage was found during search of waters in the vicinity of the incident.

RICHARD S. EDWARDS joined CONSTELLATION (CVA-64) off the coast of Luzon 1 October 1964 and departed Subic Bay 3 October to serve off Vietnam as plane guard for the carriers BON HOMME RICHARD, RANGER, and HANCOCK. There was brief time out for replenishment in Subic Bay as well as gun fire support of inland military operations in the vicinity of Danang, South Vietnam. She departed "Yankee Station" in the Gulf of Tonkin 3 January 1965 for Subic Bay, then called at Yokosuka. Having steamed nearly 45,000 miles in close support of varied Seventh Fleet missions throughout the Western Pacific, she departed Yokosuka 24 January 1965, bound by way of Hawaii to San Diego, arriving 7 February 1965.

### **Chat On Line**

Jim Kress is organizing a once a month chat room on Yahoo.com. If interested contact Jim at [mjkr@aol.com](mailto:mjkr@aol.com)

### ***“As I remember it...”***

*“We heard about the Maddox and Turner Joy incident in the Gulf the night before we left for Westpac in '64. Obviously that had an effect on the entire cruise. Our two week upkeep in Pearl Harbor was cut to 8 hours. We left, then had to stick around long enough for a photo shoot by either Look or Life magazine, then after dark the Edwards and Morton took off for Subic Bay. When we got to Subic Bay we were supposed to have been there for a few weeks too. Well that didn't happen either. One afternoon during lunch we got the word to get underway. The Master at Arms took off for the Spanish Gate to gather up the crew that was there for lunch. They didn't believe him, thought it was a joke. The XO ended up going over and getting people moving. That afternoon the Edwards and Morton headed for the Tonkin Gulf. The next morning we were there. We went to General Quarters and the Captain told us the next time it'd be the real thing.*

*One night right after the evening meal, I was on watch in Radio Central. RM2 Plaspol was the watch supervisor. RM3 Gardner had just come back from the ships store and entered radio when general quarters sounded. We looked at each other and started for our general quarters stations. Unfortunately the only way down and aft had a steady flow of people going up. So we headed aft out on the 01 level in the dark, no moon. We stumbled over the midships refueling station, managed to find the ladder on the starboard side and worked our way aft. We finally found the hatch, entered and got to Aux Radio. The ET was there, so when we entered we reported manned and ready.. The Morton had the Flag on board so they were running the show. We were heading north in the Gulf when radar picked up a blip on radar heading south. We tried to make contact with them via international UHF, no response. Then flashing light, no response.*

*The Morton and then the Edwards each fired a warning shot. The blip on radar split into six separate contacts. They went into attack formation. Turns out it was six Red Chinese torpedo boats. Then a short time later all hell broke loose. All guns started blazing away on both ships. Both went to flank speed with several hard turns. When the shooting finally stopped, four of the boats were gone, one was on fire and adrift, the other was smoking but pulling away. We were shot at by the boats and at least one fired a torpedo (a stern shot) at the Edwards. The aft 5" fired straight aft at the boat behind us with the round detonating half way between us and the torpedo boat. Only one explanation for that, they had a torpedo in the water heading for us.*

*As for the four boats disappearing. Well my Dad probably put it the best way. He was the Fire Control Chief on the Edwards and he was in Main Battery Plot during the action. He said that when you watched the*

*scope, you could see 3 rounds from the Morton and 3 rounds from the Edwards go on top of the target. How much would you expect to see after six 5" rounds hit anywhere close to a target.*

*After it was over, the next morning I went outside for some fresh air. I saw what looked like the whole damn US NAVY. Four carriers, cruisers, you name it, everything was there. Course it was all hushed up and supposedly never happened. When I was stationed at Great Lakes I found out that the word was out, and they finally let us have our Combat Action ribbon.*

*I ended up retiring from the Navy in 1992 as  
RMCS(SW) Ronald E. Spilker, son of  
FTCS Charles W. Spilker*

### ***Each of us that served in USS Richard S. Edwards has stories to tell and experiences to share. Mine is like so many others...***

*“After reporting aboard in May of '65 I was able to log some sea time and even a yard period before my first ( and only) WestPac. Prior to deployment we were to sharpen our skills and readiness with several weeks of underway training. It was during this period that I learned about destroyer's courage.*

*It was a warm, clear day off the California coast when we were to simulate a torpedo hit amidships. As planned the ship went dead in the water. But something went wrong. The ship lost ALL power. Everything went dead including the ventilation system. The exercise was terminated but we were still kept at GQ stations for safety sake. However, shortly after, we were encouraged to open all exterior hatches and vents, and to go out on deck as often as possible to catch a few breaths of fresh air. I was on one of these breaks when I saw several men layed out on deck around MT 51. There were around eight or ten as I remember, and Doc was administering fresh water, salt tabs, and soaking them with water from a hose. When one would revive he would immediately go aft only to be replaced by another being carried in. What was going on?*

*I followed one that had just been revived. Was he heading to his rack, sick bay, or where? To my amazement, I found myself standing in the passageway between sick bay and the aft galley door. There in front of me was the midships entrance to the engine room. Blast furnace heat was blowing out, the hand rails were so hot some Snipes had blisters on their hands, and they were still going back into that hell. I stood there and watched men being carried out, and others charging in. I didn't hear one word of complaint, only encouragement from the other Snipes to get the job done.*

*I saw courage and determination that day so long ago. I saw what the crew of the USS Richard S. Edwards is made of. God, I'm so proud to have been a part of her crew.*

*Mike West (RM2)*

## Search help from Uncle Sam

The National Archives at College Park has custody of the Muster rolls from 1939-1971. From 1939-1956 they include only enlisted personnel. Beginning in March of 1957 they include officer rosters also. The rolls from 1939-1970 can be reproduced only as microfilm copies for \$34. The legibility of some pages may be lacking due to the poor quality of the original microfilm. The Archives don't state what medium the 1971 muster rolls are available in, only that the Social Security #'s (used instead of service #'s) are blacked out for obvious reasons.

Muster rolls from 1972-1975 are available from the Bureau of Naval Personnel. The 1972 list that I sent for came to me as Xerox copies and also had the SS numbers blacked out. They sent me the list at no charge.

From 1976 on you need to go through the Enlisted Personnel Management Center.

The muster rolls have middle names and initials in most cases and are valuable tools in searching for former shipmates. We are all members of the Association search committee. For the year preceding the reunion we will run a contest to see who can find the most shipmates, awarding a prize to be determined later, at the reunion. Details to follow.

National Archives at College Park  
8601 Adelphi Road  
College Park, MD 20740-6001

Bureau of Naval Personnel  
Department of the Navy  
2 Navy Annex, Rm 2520  
Washington, DC 20370-5000

Enlisted Personnel Management Center (code 311)  
Department of the Navy  
New Orleans, LA 70159-7900



**ETN3 EZZELL**



**RD3 LIPPS**



**STG3 KRUGER**

**More of the pride of '67**

## It's A dogs life!

*"It was the cruise of '67-'68. As usual the Edwards was in the middle of the action. That year we did a lot to help in the efforts in Southeast Asia. CDR C. Lee Blair was the Captain and LTCDR Tager was the XO. We remember all the crew, or would like to remember all the crew. We sailed all over the Pacific that cruise. Left San Diego and went through Hawaii, Japan, Taiwan, The Philippines, Hong Kong, up and down the coast of Vietnam. We also visited the Gold Coast of Australia, on to New Zealand, Samoa and then home via Hawaii. Many friendships were made that cruise.*

*In Yokosuka, Japan we had a new arrival. While over enjoying the city life SN Allen Kerr, BM3 McMasters, and GMG2 V. Stewart came back to the ship with a little fur ball. It seems that Allen paid Y500 to the Japan Hi-Lite Bar for a little white ball of fur. After sneaking it back on the ship, and if my memory serves me right, after being out to sea for a couple of days, the Capt. was informed of the new recruit. What wonderful timing, after all, what Captain would ever order a dog to be thrown overboard? After much discussion the little critter was named Tuson.*

*Tuson had the run of the ship. He was all of a half a bucket in height, and weighed about as much as a cup of 'ole Navy coffee. Tuson, being too small to get around the ship from deck to deck, would only wait at the bottom or top of a ladder. The next sailor, be it enlisted or officer, even Commodore Cummings, would pick him up and give him a lift to the next deck. Tuson was everywhere. You could see him in CIC, Engineering, Radar, on the Bridge, in the pay line, everywhere. He even had a service record, serial number, and a health record.*

*Once stateside he left the ship, and like many of us, was never heard from again. Maybe the "ole-salt" that took him home will let us know how he enjoyed civilian life.*

*I also had many friends on that cruise and hope to renew some ties. If you have e-mail you can drop me a line at [ccmugs@compuserve.com](mailto:ccmugs@compuserve.com) :-)*

*Dave Van Nattan, PC3 "Stamps"*

## DD-950 GOES HI-TECH!!!

Thanx to Rob Dege, a good friend of the Edwards, we've found a home on the net. Rob has constructed and is maintaining his personal web site as the Ready Eddie's. It can be found at <http://www.buffalo.edu/~rdege>. When the funds are available we will change to our own URL at DD950.com. The association is considering asking folks to sponsor the site, for a month at a time, at a cost of \$10. You would be listed on the home page as that months sponsor AND...we would be eternaly grateful. If interested please contact Bob Tuttle.

Thanx!!!

## Where are they now?

(An autobiography)

*"After 19 months of RSE (only one Westpac) I shipped over and wound up in VietNam at Binh Thuy PBR base. Was there from Nov. '67 to Nov. '68. After a brief time on USS Bennington I tried civie life, but it was too dull after Edwards and 'Nam tour. I went into the Army as a Vulcan crewman and finished up as platoon Sgt. Vulcan is the same gun system as Phalanx (20MM Gattling gun) but mounted on an armored personnel carrier. Worked mostly with tanks and infantry. Did tour in Germany before recruiting duty. Got out of Army and final discharge in Feb. '80. Tried my hand at sales of electronics and did OK, but wasn't happy. Found my true love back at sea.*

*I was lucky enough to realize that life is not a dress rehearsal as a result of incident on Edwards. We were in a typhoon, rolling 50 to 60 degrees and taking water over stacks. I was on duty in Radio and sent message about sea conditions and damage assessment to ship. Part of this message included a small note that we had eight injured crew members, one critical. Thirty minutes later I was asked to send a follow-up. Previously mentioned critically injured man, now dead. What an eye-opener!!!*

*I searched and searched for what would make me happy, and I found the sportfishing charter business. The hours suck, living conditions suck, pay is lousy and I'm gone from home for at least three to four months each year. But I am happier than ever. Edwards gave me a perspective on life that I couldn't find anywhere else in my travels and experiences.*

*Needless to say, I owe my career and happiness to the USS Richard S. Edwards and her crew. Thank you.*

*Got to run. It's time to get the boat ready to take on passengers and find the fish that want to chew. Thanks again Edwards. Thanks again Shipmates."*

**Capt. Mike West**  
**(100 ton Master)**  
**ex-RM2**  
**Dana Point CA**  
**olbah@pacbell.net**

## THE READY EDDY

**She floated by the pier so lifeless and doomed,  
While the crew turned to from noon to noon.  
"It ain't no use", shouted the saddened crew,  
"The Eddy can't do it, the Eddy is through."  
Then one morning at the crack of dawn,  
The Eddy was steaming and ready to run.  
Through the harbor and out to sea-  
Steaming as proud as proud can be.  
She moved so beautiful, quick and fast,  
Flying the colors and showing her class.  
As the Captain shouted, "Attention all hands",  
The Edwards was doing it once again.  
She steamed through the days and on through the  
nights,  
Till the whole crew knew the Captain was right.  
Now the chiefs and officers were sold  
And the crew looked happy, proud and bold,  
As the Eddy's pride began to unfold.  
Right-on for a winner!  
---Moses Jefferson, Jr. RMSN  
February, 1974**

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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.

### ASSOCIATION OFFICERS

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BOB TUTTLE...VICE-PRESIDENT  
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### EDITORS NOTES AND "STUFF"

Those of you who have dealt with me over the last 6 months know this isn't nearly enough room for my "stuff" so I'll need to be brief. First and foremost I need to thank the many contributors to the issue. Any enjoyment derived from this newsletter has nothing to do with printing or editing, it has to do with YOU!!! If you sent me info you'll see it in one issue or another. Keep it coming. If you feel the need to comment on anything and would like to have it printed be sure to mark it "to the editor". If not I'll assume it's directed personally to me.

A note on the "Ships Store". At the present time only post '71 t-shirts and sweats are available for immediate shipping. That doesn't mean that the other items aren't available, just that they'll take a bit longer to ship.

Finally, please get involved (as many are), contact fellow shipmates, and ENJOY THE HOLIDAYS.

BOB T (TUT)



**CAPTAIN**  
**REX W. SETTLEMOIR**  
United States Naval Reserve

Captain Rex W. Settlemoir, USNR entered the United States Naval Academy, Annapolis, Maryland in 1967 after graduating from high school in Harrisburg, Illinois. He received a Bachelor of Science Degree from the Naval Academy and was commissioned as an Ensign upon his graduation in 1971.

Captain Settlemoir's initial assignment was on board USS Richard S. Edwards (DD-950), homeported in Pearl Harbor, Hawaii as Gunnery Assistant, where he earned his qualifications as a Surface Warfare Officer. Subsequently, serving as First Lieutenant and then as Damage Control Assistant, he completed two Western Pacific deployments, including extensive combat operations in Vietnam. From 1974 to 1976, Captain Settlemoir was assigned to Navy Recruiting District, Columbus, Ohio, first as an officer programs recruiter and later as the Officer-in-Charge, Navy Recruiting "A" Station, Cincinnati, Ohio.

Completing the Surface Warfare Officer Department Head Course in 1977, Captain Settlemoir was next assigned as Engineering Officer on USS Tattnell (DDG-19). On board Tattnell, he made deployments to the Mediterranean Sea and to the North Atlantic prior to completing his tour of duty and leaving active service in the Regular Navy in 1979. Commissioned in the Naval Reserve upon his release from active duty, Captain Settlemoir was employed by the Norfolk Southern Corporation in the railroad profession. His Selected Reserve duties included assignment as Commanding Officer, NR, FF-1097, MOINESTER where he was serving at the time of his return to active duty in 1986.

Upon recall to active duty, he was assigned as a Naval Reserve Officer Programs Recruiter in Columbus, Ohio. In 1987, Captain Settlemoir was transferred to Commander, Naval Reserve Force Recruiting Coordinator, Region II at Great Lakes, Illinois where he served as Enlisted Programs Officer and Assistant Officer-in-Charge. He was next assigned as Officer-in-Charge, Naval Reserve Recruiting Command, Detachment TWO from August, 1989 until March, 1994. In April, 1994, Captain Settlemoir assumed his current duties as Deputy Commander, Naval Reserve Recruiting Command, New Orleans, Louisiana.

His military awards include the Meritorious Service Medal, Navy Commendation Medal with Combat "V", and the Republic of Vietnam Cross of Gallantry, in addition to various campaign ribbons and unit awards.

Captain Settlemoir is married to the former Anita Wiggins of Cincinnati, Ohio. They have two daughters, Jenny and Beth Anne.

**Ready Eddie Newsletter**  
**c/o Bob Tuttle**  
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**Derry, NH 03038-1900**