



Ready Eddie Reader!!!

VOLUME 1, ISSUE 3

SPRING, 1999



Presidents Message

Soon our association will be a year old. I want to thank one and all for all the work it has taken to get the association to this point in time. The next year should pass just as fast, and it will be reunion time again. If you are planning to attend, please let our reunion committee know of your plans so that they may keep a roster for planning events for our group (but you have a year to plan for the June 2000 reunion). I hope to see you there.

In April, the Vietnam Moving Wall Memorial was located in my home town, Coweta, Oklahoma. During the Vietnam War, Coweta, OK (small town, USA) had the most casualties per capita of any town in the United States of America. Two of my cousins were among the fifty-eight thousand killed. Our association has five members in the Tulsa, OK area. All of the five were contacted and asked if they would volunteer for a few hours. Each of the five said "Yes". I am proud to say that the USS Richard S. Edwards (DD950) Association, Inc. stood watch at the Moving Wall on Sunday afternoon. Fifty thousand people were estimated to have visited the memorial at its weeks stay in Coweta.

I hope my messages have been loud and clear. We are all volunteers in this association of ours. I hope to see ya'll soon.

Jack L. Sanders

Happy Anniversary!!!

I've got to admit I'm proud of the accomplishments of the association in this first year of operation. We've got a mailing list of over 150, an e-mail list of 85+. A newsletter, web site AND an on-line photo album. Great accomplishments for our first year.

There has been a lot of great communication between shipmates who haven't spoken to each other in 20+ years. Mini-reunions are happening. It may be 2 guys or a half dozen. It's still great fun! Get in touch with a shipmate today. The thing I've most enjoyed about being involved with this Ready Eddie "thing" has been getting in touch with the crew. It doesn't matter if I served my time aboard with them, or not. The saddest part is the fact that I don't have the time to put into the search efforts for former shipmates that I used to have. Most of the new guys who have found the association have done so through the web site. We need more people. Everyone remembers that great buddy who shared liberty, the loneliness of being away from home and family, the fear of combat. Where is he now? I'll bet he's got a great story to tell. Please use whatever resources you have to locate a shipmate. Those of you with Internet access have the advantage in the "people search" area. Those without it, bug your neighbor who does. Write some letters. Make some phone calls. Doubling our list of alumni is as simple as each person locating one more. Piece of cake!!!

Looking forward to seeing you at the reunion.

Bob Tuttle

FLASHBACK!!!

The following comes to you in response to articles in the last newsletter. The references to a shipmate killed during a typhoon in Mike West's autobiography brought back memories of the storm, and the men who braved it. Typhoon Kitt, took the life of SN Louis Garcia, on 26 May 1966. Mother Nature, and the ocean, are powerful forces to be reckoned with during wartime or peace.

The pup, Tuson, brought back some friendlier memories. I'll bet everyone of you has a similar sea story, happy or sad, to share. Jot it down and send it along.

FROM BILL ESCOTT TO MIKE WEST

Mike,

Just getting rid of the "chills up my spine" you gave me reading your account of SN Louis P Garcia getting killed during Typhoon Kitt, 26 May 1966. I was one of the "eight injured", along with another SN, Dale Kopp. We were standing alongside Garcia when the acetylene bottle and wave tore through the door on the portside break. I got washed down the side and thought for a moment that I was overboard. I was lucky and just ended up with a couple of broken ribs. Garcia's pelvis was crushed and he died a couple of hours later. I was devastated. I met Garcia in the induction center in New York City the day we swore into the Navy. He was from Brooklyn, NY and I was from East Orange, NJ. We went through "boot" together and were both sent to a "special tour of shore duty" (mess cooking at the OCS Mess in Newport, RI) for 13 months. We were both then re-assigned to the Edwards. When he was killed it was like losing a family member.

I stayed aboard the Edwards until February of '67 when a group of us who didn't have enough time left for another WESTPAC deployment decided not to extend for the duration of the cruise and were transferred. After seeing where you guys went I could still kick myself in the ass. I was transferred to the Galveston CLG-3 along with an ETN3 named Spenser, and we ended up in the Med right in the middle of the 6 Day War in June of '67.

I was discharged in September '67. I joined the Bellville, NJ Police Department and retired as Commander of Detectives in 1994. I'm the Mayor of the Township (pop. 35,000) and credit most of my success and maturity to the time I spent in the USN, especially my time aboard the Edwards. The Best Ship and Crew there ever was.

Bill Escott (RD3)
WJEInc@aol.com

FROM MIKE WEST TO BILL ESCOTT

Bill,

What a pleasure to hear from another shipmate. I didn't know Garcia, but was there when he booted the Albatross over the fantail. If you recall the incident, the Chief Boats went ballistic and swore we were all going to die. Messing with an Albatross is supposed to put a curse on the ship. They are, according to sailors myth, the souls of lost sailors. Anyway, it was only a couple of days after that when we ran into Typhoon Kitt. The loss of Garcia affected us all, even those who didn't know him personally.

Once again, thanks for your reply, and for sharing your self with me. I feel honored that you would open up like that. But I guess that's what shipmates are for.

Mike West (RM2)
olbah@pacbell.net



FROM HMC BARTH RISHER

"Reading the article about our ships mascot, "Tuson" sure brought back memories. I was the ships corpsman at the time. When the dog was brought aboard, naturally it was hush, hush until we were way out at sea again. Even the Skipper didn't know. Nor I.

Now each time the ship was heading for a foreign port, I had to prepare a report called "Pratique Certified". The report was then radioed ahead to the port, stating that no particular diseases were present on the ship. Also various other problems and "NO ANIMALS".

About the time I was required to file one of these

BARTH RISHER (cont)

reports is when I discovered our additional crew member. I discussed with the Skipper what kind of report I was going to make. He said, "Just be sure the dog remains in the deepest hold until we leave port!" I have a few color slides of our mascot. Matter of fact, I had to apply a splint to it's leg for awhile. He was accidentally stepped on and a leg was broken, but he got his sea legs back real fast.

Speaking of color slides. I took quite a few rolls of film while on our WesPac Cruise '67-'68. I've got all the ports we hit, a lot of under way shots-under way replenishments, etc. I've put them all onto video in chronological order. I have a few below decks shots. Not too many. A lot top-sides. Pulling into Midway to refuel on the way over, we played softball. Got pictures of that. Our initiation going across the equator. Our stop in Pago Pago, Manus Island, many others.

If anyone is interested in obtaining a copy, just send me a blank tape and money for postage to mail it back and I'll be happy to make you one.

The sad part of our trip was the death of our Skipper, CDR Blair, in an auto accident when we got back to the states.

We had a prime good ship and crew. I was

only aboard her for a short time. It was my twilight cruise before retiring in Sep. 1968. Was the best tour of duty in my entire career in the navy.

Barth A Risher, HMC Ret.
526 13th St.
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"Does anyone know the location of XO, Mr. Tager, now?"



HMC Risher



CDR. Blair



LCDR Tager

Official Command History

(This is a continuation of the navy's abridged story of the Ready Eddie. Please feel free to share the "real story" as YOU saw it during your time aboard. Thanx. The Editor)

Following coastal training, RICHARD S. EDWARDS overhauled in the Long Beach Naval Shipyard (1 July-6 October 1965). The refresher training included anti-submarine warfare tactics, reaching north off the coast of Oregon. She departed San Diego 1 March 1966. Nine days later she relieved cruiser OKLAHOMA CITY as the "on-call bombardment ship" off the northern coast of South Vietnam. The early afternoon of 28 March 1966 she bombarded Viet-Cong held positions in the vicinity of Cape Varella. With an ammunition replenishment assist from PYRO (AE-24), she furnished gunfire support to friendly forces ashore ranging from the "Demilitarized Zone" dividing North and South Vietnam, south along the littoral of South Vietnam. On completion of her bombardment of 17 April 1966, she had plastered enemy strongholds, bunkers, trenches, stowage areas and ammunition dumps with 2,039 rounds of 5-inch and 251 rounds of 3-inch ammunition since 28 March.

Having been relieved on bombardment station by destroyer ORLECK (DD-886), the destroyer represented the Seventh Fleet at the Nagasaki Port Festival (27-30 April 1966). The highlight came 29 April when distinguished Japanese officials and the radiant Miss Nagasaki enjoyed luncheon on board RICHARD S. EDWARDS while celebrating the original opening of that port city to western commerce. The destroyer returned to Subic Bay 3 May 1966 and sailed on 9 May to plane guard ENTERPRISE (CVAN-65), then HANCOCK (CVA-19) on "Yankee Station" in the Gulf of Tonkin.

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(cont. on page 4)

(COMMAND HISTORY cont. from page 3)

While in company with HANCOCK the night of 21 May 1966, a steam generating tube burst in the destroyers One Alpha boiler. Her alert boiler watchmen quickly wrapped up the engineering plant to prevent further mishap and the destroyer continued in action until the following night. While proceeding toward Subic Bay, she was caught in a developing typhoon and Seaman Louis P Garcia was fatally injured when a hatch fell across his hips. The destroyer entered Subic Bay 27 May 1966 and repairs were completed by 12 June, when she set course to plane guard RANGER (CVA-61) in the Gulf of Tonkin.

On 14 June 1966, RICHARD S. EDWARDS was detached from RANGER's formation to help guard guided missile cruiser CHICAGO (CG-11) as that cruiser pioneered Navy Positive Identification and Radar Advisory Zone (PIRAZ) station ship support. This duty continued until 2 June. During this time, CHICAGO coordinated Seventh Fleet activities by identifying and keeping track of modern aircraft, friendlies as well as hostiles, flying faster than the speed of sound. Sustained PIRAZ support was not only provided to aircraft carriers and task groups of the Seventh Fleet, but also to United States Air Force units. This advanced electronic surveillance significantly improved the anti-air warfare posture of United States units in the Western Pacific.

After parting company with CHICAGO 22 June 1966, RICHARD S. EDWARDS visited Hong Kong, then plane guarded carriers HANCOCK and RANGER off the coast of Vietnam. The night of 11 July 1966, crewmen bailed out of a RANGER jet fighter and RICHARD S. EDWARDS rescued Radar Intercept Officer, LT(jg) Donald F. GRANITTO, USNR. The pilot was rescued by RANGER. The destroyer continued to plane guard RANGER until 15 July, then patrolled the Tonkin Gulf with DALE (DLG-19) until 25 July. She then rejoined RANGER bound for Yokosuka, departing that port 16 August for return to San Diego, arriving 26 August 1966.

RICHARD S. EDWARDS overhauled in the Long Beach Naval Shipyard, then conducted coastal operations out of San Diego, including testing and evaluation of new anti-submarine warfare weapons, gunnery exercises and plane guard for CONSTELLATION (CVA-64). These operations continued until 29 August 1967, when she again sailed for the Western Pacific. She arrived at Yokosuka 17 September 1967, ranged to Okinawa, then set course 24 September for the unique "Sea Dragon Operation" against coastal defense sites, waterborne logistic craft and lucrative targets in Vietnam

RICHARD S. EDWARDS arrived on the "Gun Line" 25 September, joining a gun fire support task unit which included cruiser ST. PAUL (CA-73) and the destroyer COLLETT (DD-730). That afternoon she drew hostile fire from enemy coastal guns on Tiger Islands and a few miles south of the Demilitarized Zone. All shells fell several thousand yards short of the destroyer. The next day she joined in silencing the Viet-Cong coastal defense installations near Cape Lay.

The destroyer continued to pound enemy coastal strongholds

until 1 October, then plane guarded CONSTELLATION until 7 October. The destroyer replenished in Subic Bay, then returned to the "Gun Line" 17 October in support of Marines near the DMZ.

When Typhoon "Carla" moved into the Tonkin Gulf and approached the demilitarized Zone 19 October 1967, naval units were ordered south to avoid the storm. Two destroyers, however, RICHARD S. EDWARDS and DUPONT (DD-941), requested and were granted permission to stay on station in support of Marines until the weather completely precluded the effectiveness of their 5-inch batteries, or until they had expended all of their ammunition.

As other naval units headed south, RICHARD S. EDWARDS and DUPONT briefly left their stations to fill their fuel tanks from the oiler MISPILLION (AO-105) and receive ammunition from PYRO (AE-24). This was skillfully carried out in the midst of heavy seas and high winds. Twelve to 15-foot waves crashed on the main deck as 1,000 rounds of ammunition were highlined between ships with professional skill. Even as the ammo was being stored, the gallant destroyermen sped to aid Marines at the DMZ. The destroyers gunfire quickly silenced a Viet-Cong mortar site which was harassing a squad of U.S. Marines. Appreciation came from the Marines Gunfire Spotter: "Thanks, glad to have you back on line."

Vestiges of Typhoon "Carla" remained 20 October 1967 as RICHARD S. EDWARDS fired scores of high explosive projectiles on enemy bunker complexes. Even as empty powder casings were being cleared following this bombardment, a call came and the destroyer responded with DUPONT to silence enemy mortar positions. When clouds had cleared enough for Marine F4 Phantoms to resume air strikes, the men of the two destroyers took advantage of the break to grab some chow and turn to personal chores ignored during the previous 24 hours.

On 22 October, the airborne 3rd Marine Spotter reported "Nice shooting" following barrages of the two destroyers to break up the North Vietnamese troop and bunker area. RICHARD S. EDWARDS directed her long range 5-inch batteries at numerous other targets during the day, pounding mortar positions, artillery sites and destroyed 18 waterborne logistic craft. Around the clock support continued as her crew divided into two teams, each standing six hours on watch and six hours off. She thus produced two gunfire support teams capable of quick reaction and accurate gunfire.

(cont. next page)

(COMMAND HISTORY cont. from page 4)

RICHARD S. EDWARDS remained on the bombardment station until the afternoon of 14 November 1967. At 1404, she flashed a message to the 3rd Marines: "After 28 days and 7,000 rounds, we leave with our gun barrels adroop. Our spirit is willing, but our guns are now weak. We retire



Combat plots new target



"The business end"

to regroup, regun and then return on 1 December to take off where we left off." She regunned her 5-inch battery at Kaoshiung, Taiwan and returned to the "Gun Line" south of the DMZ on 1 December 1967.

RICHARD S. EDWARDS called at ports of Japan and Okinawa, then resumed gunfire support off the DMZ of Vietnam from 19 January thru 6 February 1968. She returned to Subic Bay on 8 February and got under way the following day for calls at Brisbane, Australia (17-20 February), and Auckland, New Zealand (23-26 February). After touching Pago Pago, Samoa and Pearl Harbor, she returned to San Diego 12 March 1968. The remainder of the year was taken up in coastal readiness training and over-haul in the Long Beach Naval Shipyard.

RICHARD S. EDWARDS departed San Diego 9 January 1969 for her seventh Western Pacific tour since commissioning. After steaming more than 8,000 miles, by way of Hawaii and Guam, she arrived in Subic Bay on 3 February 1969. She celebrated the 10th anniversary of her commissioning there on 5 February as she prepared for combat operations off Vietnam. She put to sea four days later and reached Vung Tau, South Vietnam, 12 February 1969. After embarking a IV Corps Naval Gunfire Support Liaison Officer, she joined a gunfire support task unit built around the mighty battleship NEW JERSEY (BB-62). On 13 February, she began pounding Viet-Cong troops, artillery and coastal defense sites, ammunition dumps and supply storages in the Mekong Delta Region. This duty continued until 11 March 1969, when she was detached to plane guard TICONDEROGA (CVA-14) for four days.

RICHARD S. EDWARDS returned to the DMZ on 3 April 1969 and continued to support Marines in that region until 3 May. After calling at Hong Kong, ports in Japan and Taiwan, she resumed gunfire support near the DMZ 29 May 1969. Her last gunfire support mission was conducted 20 June 1969. After calling at Sasebo, she put to sea 28 June, bound by way of Midway and Pearl Harbor to San Diego, arriving 13 July 1969. She remained stationed at San Diego until 10 February 1970, when she entered the Long Beach Naval Shipyard. The destroyer was decommissioned there 27 February 1970, in preparation for anti-submarine warfare modernization overhaul expected to be completed in the spring of 1971.

(NEXT...the '70's. Anyone got a story to tell?)



Tired men-tired barrel



BT's busy in the fireroom

NAFREP (DD-133) (Rev. 10-64) (Formerly NAFFPES (118))		DECK LOG—REMARKS SHEET		DD FORM 1330-100
USS <u>EDWARDS</u> <u>S. EDWARDS</u> ZONE DESCRIPTION <u>WEST</u> DATE <u>Tuesday 6 June</u> 19 <u>72</u>				
AT/PASSAGE FROM <u>SEA</u> , OPERATING IN <u>GULF OF TONKIN</u>				
POSITION TIME	POSITION TIME	POSITION TIME	LEADS: 1. CELESTIAL 2. ELECTRONIC 3. VISUAL 4. D. R.	
<u>19:15:00</u> <u>N</u>	<u>19:17:00</u> <u>N</u>	<u>19:20:00</u> <u>N</u>		
REMARKS				
<p>0000-0000 STEAMING IN SINGLY WITH USS SARATOGA (CVA-60) AS A UNIT OF TF 77.8 IN THE GULF OF TONKIN IN ANTICIPATION QUARTERS DEPARTMENT MESSAGES QUARTERS OFF TF 77.8.000 AND OFF TF 77.8.00, USS SARATOGA CO, USS EDWARDS S. EDWARDS (CVA-14) IS SCREEN COMMANDER, TF 77.8.2 THE SHIP IS IN SCHEDULED STATION THE GUARD IS USS FRIDO (DDG) 2000S 000T RANGE 1800 YDS CIRCLE 000T OF 12 KTS 000 SARATOGA IS MANEUVERING OFF TO PORT ANCHOR IS AND IS AHEAD OF THE LINE AND MAIN OPERATIONS PLANT IS 2000 2000S 000T IS OPERATING WITH THE ESTABLISH OF FORWARD SEARCH MODELS CONTROL MODIFIED TARGET AND COURSES 2000S 000T ARE SET. 000 1/2 300T 1/2 300T 000 000S 000S 000S AT VARIOUS RANGES AND SPEEDS TO REMAIN WITHIN VISUAL RANGE OF USS SARATOGA. 000S 000S IN 20 000S.</p> <p style="text-align: right;"><u>R. C. Adams</u> R. C. Adams, LT, USN</p>				
<p>0100-0200 UNDERWAY AS BEFORE. 000S STATIONED STANDING DETAIL AND WADING APPROXIMATELY 000S SARATOGA (CVA-60) ARE 000S 000S ON STATION ALONGSIDE SARATOGA (CVA-60) RECEIVING SUGL, FOLKARD AND ACT. 000S COAST GUARD TALKING ON SUGL.</p> <p style="text-align: right;"><u>G. J. Sanderson</u> G. J. Sanderson, LT, USN</p>				
<p>0200-0300 UNDERWAY AS BEFORE 000S COMPLETED REFUELING FROM USS SARATOGA (CVA-60) MANEUVERING AT VARIOUS COURSES AND SPEEDS WHILE KEEPING STATION ON USS SARATOGA (CVA-60) 000S SET THE HELD DETAIL 000S SECURED THE HELD DETAIL 000S SET THE HELD DETAIL 000S SECURED THE HELD DETAIL.</p> <p style="text-align: right;"><u>M. J. Smith</u> M. J. Smith, LT, USN</p>				
<p>0300-0400 UNDERWAY AS BEFORE. MANEUVERING AT VARIOUS COURSES AND SPEEDS WHILE CONDUCTING FLIGHT OPERATIONS WITH USS SARATOGA (CVA-60)</p> <p style="text-align: right;"><u>C. M. P. Smith</u> C. M. P. Smith, LT, USN</p>				
<p style="text-align: right;">EXAMINED <u>James R. Cluff</u> U. S. NAVY</p>				

Chat On Line

Jim Kress is still interested in organizing a one night a month chat room for the Ready Eddie on Yahoo.com. If interested in joining in, or you think you have some time to get it started for the evening, contact Jim at mjkr@aol.com

GETTING UNDER WAY (THE EARLY DAYS)

(EDITORS NOTE: The following stories were written by Steve "Rat" Whitney. Steve has documented many of his memories of the first days of the Ready Eddie and shares them with us here. His interesting, well written contributions are greatly appreciated. Look for more from Rat in future issues.)

LIGHT'S OUT

I guess it's the primary duty of the initial crew to find and correct the "bugs" in a new ship. For awhile it seemed like we would be doing nothing else. In addition to the problems with the boilers, the port spring bearing, and the reduction gear, a myriad of other problems kept appearing. In fact, we began to wonder if the Edwards was a jinx ship. I'm sure that other departments had their share, but being a snipe, it's those in the Engineering Dept. that remain etched in my memory. And, being an EM, aka "fresh air snipe", many of the problems that confronted other departments also involved me.

The problems with the boilers, etc. finally taken care of, it was once again time for us to get into under way training. As everyone who has experienced this delightful exercise knows, there are drills, drills, and an occasional drill in between. Many of these drills involved losing power in one area or another which makes it necessary to switch to another power source or rig casualty power. Some of the power switching is done automatically by an apparatus known as an "automatic buss transfer switch". Unknown to us, this automatic switching was about to expose another problem caused by the improper installation of the buss transfer equipment by the builder.

Because we were in port every night while undergoing training, liberty was available. Being single I took advantage of this availability whenever possible. Usually, my liberties involved consumption of alcoholic beverages, sometimes to excess. It was after one of these excesses that the switch gear problem decided to manifest itself.

*It was early morning. However, since I didn't have the lighting off watch, I was still in the rack having overindulged the night before. I was rudely awakened by the chief telling me to get my @#%&**#\$ ass down to the after engine room. Immediately upon waking I was aware that the after emergency diesel was running and that not all the lights were on.*

I stumbled up to the head, splashed water

on my face, and went to the after engine room. At the base of the access ladder is a buss transfer switch. The switch is located in a square enclosure, at least it was supposed to be square. Today it was slightly oval. There had been a minor explosion in the apparatus.

The EM on watch in the forward engine room had not done a good job of paralleling the generators and splitting the load. This had caused a momentary loss of power which caused the diesel to start and the buss transfer equipment to attempt to switch to the emergency power. The switch was driven by a small motor with a gear case attached. A small plug was attached to the gear case with a piece of wire which was also attached to a tag. The tag read "Remove plug in gear case and replace with this vented plug before operating equipment." Whoops! The reason for changing the plug was suddenly apparent. Whenever the equipment operated, a small amount of gas was generated by the heat of the gear box. It needed to have a vent to keep pressure from building up. Over the preceding months this particular switch had a lot of use because of our other problems. This last time, the gas generated apparently exceeded the capacity of the void space in the gearbox. BOOM!

My job was to get the power hooked back up. This would have been hazardous under the best circumstances. My being somewhat hungover only added to the risk. This is because one of the sources for the power in the switch came from the emergency switchboard. Because that power was for vital equipment, it was fed right off the buss, no breakers involved. Besides, had I been able to kill that source, I would have been working in the dark.

Somehow, in spite of the constant parade of khaki pants up and down the ladder, I managed to get the needed splices made without killing myself. Our next job, needless to say, was to remove all the plugs in all the buss transfer switches and replace them with the vented plugs provided.

Rat.....



BT's at work in the '90's (Wade Gilbert, Jim Kress)

LIBERTY CALL-Valparaiso, Chile-1960

"It was our last night in Valparaiso, Chile. A group of us snipes decided to hit the beach together as we had one or two times previously. This time, however, instead of getting plastered, we were going to pull a nice, clean liberty. We would get something to eat, buy a souvenir or two, do some sight seeing, and maybe take in a movie. So, full of good intentions, we set out to accomplish our self assigned mission.

We were in a loose group. Although we were all together, from time to time one or two would wander off to check something out on their own. A MM3 whose name I cannot recall, returned from one such sortie exclaiming he had found the "perfect souvenir". He had with him what had to be the largest bottle of wine that I had ever seen! I know there is a name for such a bottle, but not being a wine expert I don't know what it is. Not only was the bottle huge, it was interesting in appearance. The bottle was tall. At least two feet in height. It had a long, slender neck extending from a globular bottom. It was totally encased in wicker. It did, indeed, seem to be the "perfect souvenir". We all decided that we should have one.

We made our way to the small shop where the wine was being sold. I suppose by Chilean standards the price was high, 1,000 pesos. However, to us this was nothing. The rate of exchange was 1,000 pesos to \$1.00 so most of us had changed only \$10.00 and would still not spend the entire amount. So, we all purchased a bottle of wine and were on our way.

As we roamed along the streets of Valparaiso, it occurred to us that we would not be allowed to bring the full bottles aboard ship. There was only one thing to do...empty them. It would be a waste to simply pour the fine liquid onto the ground, so we decided that the fitting thing to do would be to drink it. We proceeded to do just that. We walked along the sidewalks of the city drinking our wine (those bottles were not easy to drink from) and happily singing. The more we drank, the happier we got, and the louder we sang. Apparently someone complained because soon our Shore Patrol contingent found us and told us to cease forthwith. We were the only Navy ship in port so the SP was our own shipmates. We explained that we had bought the bottles for souvenirs and knew we needed to empty them before we could bring them aboard. So, Lt. Taggart, the Shore Patrol officer, understand-

ing the situation, told us to get off the street to empty the bottles.

We tried to get off the street. Really! However, no one wanted us to enter their establishment. It seemed they all had their own liquor to sell. So, one after the other, they turned us away. It wasn't long before we were once again confronted by Lt. Taggart and his henchmen. This time he told us to get off the street or he was running us in. This was getting serious.

After being turned away from a few more places, we finally found a restaurant that would let us in. This was good because as yet we had not had anything to eat and between the wine and the hot sun we were getting a bit giddy.

It was a nice restaurant. It is unlikely that being sailors we would have found a similar establishment stateside affordable. However, all the tables were meant to seat only two. There were at least a dozen of us. So, we pushed some tables together and made one big one so that we could all sit together. The proprietor was kind enough to provide us with glasses for our wine. Now we could drink in style!

We placed our orders and continued to enjoy our wine. Unfortunately there was no entertainment provided. So, we decided to make our own. Someone struck up that old standard that combines the lyrics of several rather bawdy limericks which provided us with great fun but was apparently offensive to some of the other patrons. So, even before we received our food, we found ourselves on the street once more.

By now it was turning dark. As it is in all cities, a different life emerges after dark. We now had no problem finding a place that would allow us to bring in our bottles. As it turned out, these places were the offices of prostitutes. They didn't mind a few drunk sailors bringing in their own wine. That just meant they could get their money without plying their trade. Soon there were drunken sailors passed out all over the place, including one Ltjg. This was not good. We had Cinderella Liberty and it was nearing midnight. I tried without success to awaken several of my shipmates. Finally, I gave up and headed back to the ship myself. There was just one problem. I didn't know how to get there.

At the time in Valparaiso almost any car you saw might be a taxi. There weren't many cars and it seemed that almost everyone who had one sought some way to use it to augment their income. However, most of the people didn't speak English so I knew that it would be difficult for me to tell them where I wanted to go. So I decided to take the bus.

There was what appeared to be a main bus stop near my location. (continued on next page)

(LIBERTY CALL...continued)

There seemed to be a bus stopped there every few minutes. I made my way to the bus stop. There were quite a few people getting on a bus. I waited until all had boarded then asked the bus driver if this was the bus I would take to get back to the docks. He replied something in Spanish, made a hand gesture that I should step back, closed the door and drove off. Several more attempts produced similar results. It looked like it was time to take my chances with a "taxi".

I stood on the curb waving and calling to every car that came along. None stopped. Obviously the curbside approach wasn't working. I stepped off the curb to the outer edge of the parking strip. Still my shouts and waving accomplished nothing. In desperation I stepped into the street itself. Cars whizzed by honking but none of them stopped.

I was about to give up and try to make my way back to the ship on foot when I spotted a black and white car with a light atop it headed my way. This MUST be a taxi. If my vision hadn't been clouded by wine, even without any knowledge of Spanish I would have recognized the word "Policia" on the light atop the car.

The car came to a stop in front of me. Before I could be thankful that I had finally gotten a taxi, what appeared to be the biggest policeman I have ever seen emerged from the back seat. He pointed toward the interior of the car and said two words. "Get in". I did as I was told.

Inside the police car were three more policemen of equal size to the first, two in the front, one in the rear where I was seated. The one who invited me in reseated himself beside me. There I was, surrounded by four giants. They said nothing. I looked around me. There seemed to be guns hanging everywhere. I was very nervous. Were they taking me to jail? I had heard about those South American prisons where they threw you in without benefit of a trial and then forgot about you.

We began to move. We zigzagged through the street toward the edge of town. Soon we were at the dock office. The door of the car opened and one of the giants got out and motioned for me to do the same. A SF1 came rushing over to the car. "Good Lord!", he exclaimed. "What did he do?". The policeman said, "Nothing. We were afraid he was going to get hit by a car so we brought him back for his own safety."

(cont.)

"You better get aboard", Mr Taggert said. "It's almost midnight."

I explained to him about my shipmates and my inability to get them awake and back to the ship. "We'll take care of them" he assured me.

I know that not everyone made it back to the ship on time that night. But, you know, I don't remember anyone getting in trouble either. Not even me and I was the only member of the crew to be returned by the civil authorities. I WAS given two weeks divisional restriction which just happened to be how long it took us to get back to the states.

The only bad thing is that I still had no souvenir of Chile. Somehow that really neat bottle got lost in all the confusion.

Rat.....

POSITIONS AVAILABLE

Looking for a way to occupy some free time? Have we got a deal for you!!! The association mailing list has grown to over 150. We're spread over 39 states, the Phillippines, and one Air Force Major overseas. Keeping track of those people, updating changes, and continuing the search for other crew members is a chore that really could use some back-up. Below you'll find listed the number of crew members per state. If you feel you may have some time to dedicate to the association and would like to be the "Regional Member" for a particular area of the country, your efforts would be greatly appreciated. This team leader would help keep people in touch with each other via e-mail and postal mailings, update the association officers on new alumni located, and changes in the vital stats of guys in their area. Mini reunions within a particular area could be co-coordinated by this person. This suggestion/request is meant to be a fun opportunity for people to back up the officers from a standpoint of record keeping and communication, and a chance to contribute to the growth of the association. If this sounds like an idea you might like to get into, contact Jack L. Sanders or Bob Tuttle. Thanx!!!

WA.....8	Utah.....1	SC.....1
CA.....26	NM.....1	MA.....3
FL.....8	MN.....6	MI.....2
PA.....3	CO.....4	KS.....2
VA.....5	MO.....6	IN.....4
IL.....4	OR.....6	TN.....3
TX.....11	OH.....1	AL.....1
NY.....4	AR.....1	DE.....1
ID.....1	NC.....2	NH.....1
WI.....6	NV.....3	WI.....1
OK.....8	IA.....2	ND.....1
GA.....3	MD.....1	APO.....1
ME.....3	NE.....1	Philippines.....1
NJ.....3	LA.....2	

That was then...This is now!!!

The Ready Eddie and the Internet The Main Site (<http://www.dd950.com>)

Due to the continued efforts of Rob Dege the main web site of the R.S. Edwards is alive and well. For those of you with Internet access it's an opportunity to keep up with what's happening with the association, and keep track of the new guys who sign in the guest book. Past newsletters are posted there, also. You can peruse the crews list and link to the reunion site and other fun, helpful Navy related sites.

The Crews List doesn't come close to reflecting the number of people who have contacted us over the past year. Most of the people who have requested to be added to the list are there. If you've asked me to be added to the list and don't see your name, ask me again. Those of you without the benefit of Internet access can be added to the list by sending me a note requesting I do so. The Crews List includes your name, rank/rate while aboard, the years you served aboard the Edwards, and your e-mail address. If you don't have an e-mail address, N/A is put in that spot. A note is made, however, stating that your address is available by contacting Bob Tuttle.

In addition to the Crews List, newsletter, and guest book is the Events section which includes info on the monthly chat room hosted by Jim Kress, and the Reunion 2000 site started by Don Farrar. The reunion site includes a list of people planning to attend the 2000 reunion. If you would like your name added to the list to let others know you'll be attending, fill in the form at the site or contact me or Don Farrar.

On-Line Photo Album (<http://www.dd950.cjb.net>)

Over the last few months, Jim Rasbach (IC2 1974-1975) has developed and maintained an Internet site for photos of Ready Eddie alumni. It's AWESOME!!! It just needs a bit more input from you. Those of you with scanners, scan! Jim has helpful hints on scanning for the Net at the site. If you don't have a scanner or Internet access, but have pictures you'd like to share on the web site or in the newsletter, send them to me (Bob T) and I'll scan them. If it's something you want returned, please make it as easy as possible for me to do so. The web site is broken up in sections by years aboard, and a section for current photos, too. Have you been wondering what your buddy looks like today? He's been wondering the same

thing! Check him out at the site, and/or send in your current photo so the rest of us can appreciate how well you've aged.

Jim has managed to develop and maintain the site for us at no cost to the association. Another GREAT volunteer effort.

This address is different than the one I've given out in the past for the photo site (www.members.tripod.com/DD950). Both of them work. The cjb address though, is a bit shorter and easier to use.

other stuff!!!

For info on anything feel free to contact myself or the association President Jack L. Sanders. We may not have the answer to your query at hand, but will get you one. Jack's e-mail address is courtesy of a neighbor, and great friend of the association, Doyce Self. Doyce's support of the Edwards has helped Jack stay in touch with us all and deserves a special vote of thanks. Thanks Doyce!!!

Jack L. Sanders
111 E. Commercial St.
Broken Arrow, OK 74012
e-mail: doyce@big-z.com

Bob Tuttle
12 Concord Ave.
Derry, NH 03038-1900
e-mail: TuttleR@hotmail.com

REUNION 2000

The reunion, is of course the biggest event sponsored by the association, and the most important. Please contact any members of the reunion committee if you feel you may have some time to help out in organization or execution of the gala event.

Reunion info is being handled by the head of the reunion committee, Don Farrar, and the "official" contact for info, Tom Petersen. Whether you have a question regarding scheduling, accommodations, plans for the weekend, these are the guys to contact.

Don Farrar
10850 Brook Hollow Rd.
Dittmer, MO 63023
e-mail: don@foreverinbloom.com

Tom Petersen
4044 Highway AA
Halfway, MO 65663
e-mail: pegleg@ipa.net

Assorted Other News and Notes.....

MORE REUNION INFO

The choices were many, but based on price, location, room and amenity availability, the reunion committee is recommending the following hotel for the 2000 reunion in St. Louis.

Drury Hotel
201 S. 20th
St Louis, MO 63103
tel. 314-231-3900

The hospitality suite and the business meeting will happen at the Drury. A block of 35 rooms has been put aside for the Ready Eddie for a limited time only for a rate of \$80-\$90 per night. Please don't wait until the last minute to make your reservations. In researching the downtown locations we found that many hotels already had limited availability for the summer of 2000.

A reunion "package", which will include brochures from the hotel, some St. Louis info, and a more detailed reunion schedule is being put together and will be available by contacting Tom Petersen (see page 9). Much info is available on the "Net". The reunion page at the main web site has some easy links to St. Louis info.

At this time, the only planned event is the banquet and business meeting on Saturday night. The members present will vote on, among other things, new officers and the location of the next reunion.

Many ideas are being discussed for activities for the weekend, including local bus tours to include the Busch Brewery, and a BBQ. Input on your preferences would be greatly appreciated.

If you live in the area and think you might have a little spare time to give to the association please contact Don Farrar. People will be needed to help organize and set up the hospitality suite, to meet and greet crew members and guests, do name tags, etc. It will only be a couple of hours, at the most, here and there. THANX!!!

Another important issue for the 2000 reunion will be the location of the reunion in 2002. Marshall "Skip" Minks will be gathering your input between now and next June to assist in making that decision at the association business meeting in St. Louis. Gather up brochures, flyers, whatever you can find on *your* favorite spot and get it to Marshall.

Marshall Minks
PO Box 590
Umatilla, FL 32784-0590
e-mail:MDMCompany@aol.com

Thoughts on the future!

With more active participation from you, the crew of the Edwards, the sky's the limit!!! Many great suggestions have been brought to the table over the last few months and need only the right person to carry them out.

The Internet offers a world of possibilities in addition to our web sites and the chat room. On-line conferencing, and communication, an on-line Ships Store.

Volunteer regional lead members can add a whole new dimension to the association in bringing and keeping together the alumni in their areas.

It has been suggested that we have a special commemorative reunion T-shirt done. Just needs a designer and someone with the time and initiative to take it "home".

Many thanx to those of you who have made things work so far. The web sites, the work on the reunion, financial contributions to the association, the sale of hats and shirts, and your personal contributions to the newsletter are GREATLY appreciated.

Membership Forms

The membership form in this issue will be the last that accompany's the newsletter on a regular basis. I encourage all to submit it. I know that this being the first year of incorporation, a year of growth and expansion, some have *just* sent them in . In the future only the Spring issue will include the form since our year runs from June-June in conjunction with the reunion. This form has been modified from the last in an effort to get a feel for probable attendance at the reunion, and will be mailed to Bob T who will re-route the appropriate info to the reunion committee and Secretary/Treas. Marty Jasso. As always, your participation is the key. Donations are needed on a regular basis and are greatly appreciated, but not necessary for membership in the association or to receive the newsletter. Just send in the form. I know many of you new members have just sent in your donations. Thanx!!!

**HANKYOUTHANKYOUTHANKYOUTHANKYOUTHANKY-
OUTHANKYOUTHANKYOUTHANKYOUTHANKYOUTHANKY**

**Special thanx to those behind the scenes
who make this work only because they're
friends. Sue, who makes the newsletter work,
Rob who makes the web site work, and espe-
cially my wife Deb, who gives me up for many
hours to work on this.**

**THANKYOUTHANKYOUTHANKYOUTHANKYOUTHANKY-
OUTHANKYOUTHANKYOUTHANKYOUTHANKYOUTHANKY**

Have a safe and fun summer!

The officers of the association would like to take this opportunity to wish all of you a great, enjoyable and safe summer season. Please keep in touch. We need communication and your input year round to continue to make the association grow. ENJOY!!!

Northwest Get Together

A mini-reunion of Edwards crew members is being planned for some time in Late summer in Bremerton, WA at the Turner Joy museum ship. Jim Rasbach who is handling the ships on-line photo album has agreed to be the contact person for now, in his spare time. Anyone interested in a get together, or anyone with some time to assist Jim can contact him at PO Box 513, Port Angeles, WA 98362. Tel. 360-417-2190. Email address DD950@Prodigy.net

FOUND!!!



ED HOVATTER AND GENE JARVIS, VEGAS '99

LOST!!!

During a recent upgrade of my computer system at home I was entrusted with one important task. Save my stuff! I did OK with one exception. I managed to lose my e-mail address book. Minor point. I have most addresses somewhere in my unique filing system on hard copy, but would appreciate it if those of you with e-mail would check in with me so that I can confirm the accuracy of my latest info.

Thanx, Bob T (TUT)
tuttlebd@email.msn.com

**Ready Eddie Newsletter
c/o Bob Tuttle
12 Concord Ave.
Derry, NH 03038-1900**