

We have only two more newsletters, before we will start to mail new application for membership. To save the association money, we would like it done mostly by email. If you have not responded, we are looking to verify your mailing address and phone number. From those who have sent me their information thank you

As of 7/14/12 active members stand at 650. There is 1 shipmate pending information at this time, we have 106 on your memorial page. Paul W Burroughs (68 sk2) was added to the memorial page. Please see note below for comments

From The President' s Desk

As you will see in the reunion coordinator's section, we have agreed to use the Best Western Plus Grosvenor Hotel for the 2014 Reunion. It is located close to the airport and is located about eight miles from downtown San Francisco. It would have been nice to stay in the downtown area however the hotel rates would have been much higher, about \$205.00 per night plus as high as \$40.00 a night to park.

The Best Western is an all inclusive hotel with its own restaurant, bar, gym, pool, meeting rooms, and banquet facilities. The best part about the hotel is that they seem to be very anxious to have our business. You can access their website by entering the name of the hotel and the city as your search. From what I have seen on their website, it is a very nice hotel. Great job Ralph!

I have been looking into challenge coins. Jim Kress suggested we use the same company that makes our reunion pins. I am waiting to hear back from "Pinsville" to see what we can come up with. Hopefully we can make this happen and make the coins available in the ships store soon

Speaking of the ships store. The ships store keeper is Todd Fowler. Should anyone wish to make a purchase, you need to contact Todd. The website still shows Doug Teeter in charge of the store and that will be changed soon.

Thanks to Lee Davidson for sharing his events from forty years ago. Hopefully many more stories will follow Lee's.

Bob Sheard will be having his surgery November 1st, and we suspect there will not be a November newsletter. Hopefully his surgery will be successful and his recovery swift.

JJ

From your Reunion Coordinator

Hello to All,
Reporting to you the latest information re: 2014 reunion.

We accept the bid from Best Western Plus, Grosvenor. The daily rate is \$134.40 per night, total. This also includes a breakfast buffet. I have talked to the convention organizer as well as the banquet organizer. I will have a face to face with them in November. We will be able to have our breakfast as a group, separate from the rest of the hotel guests. I am going to address the needs for hospitality room, no host bar with food on Wed. night, and a dinner on one of our nights stay. I am also going to address the parking rate. We do not need to purchase a license to sell from the ships store. There is a restaurant and bar on site.

We have been in discussion about the rates to stay in The City, pricy for our group. Not to mention the parking rate, which gets as high as \$40 a night. The only drawback of not staying in San Francisco is the need for busses.

The convention organizer and I will make arrangements with the busses, as he has his contacts. J.J. and I have talked (about previous reunions) how the bus trips have offered shipmates time to catch up. I know, myself, enjoying the company and the laughs on these rides. The rates for busses will surely be less than the \$288 difference in room rates. By the way, our room rates are cheaper than the rates for the Rhode Island trip.

I am looking at a possible tour itinerary that includes tours as well as free time. My thought is to have a free day on Thurs. when it's not as crowded as the weekends. Booking the hop on hop off bus tour is an excellent way to see the City. This bus also takes you across the Golden Gate bridge as well as the tour of the City. Easy to spend the entire day with this tour. Trolley cars are a separate cost.

Friday and Saturday would be days filled with a variety of tours. Lee has given suggestions of Angel Island and Alcatraz. I found that Alcatraz also has a night tour. Tom has his ties to the Jeremiah O'Brien and is willing to research some possibilities. The WWII sub Pompalito also has a headset tour which is good. Both are at the Fisherman's Wharf pier. Pier 39 is an easy walk from there. The aquarium is located at pier 39. The Embarcadero is another easy walk from Pier 39. I have all the contact info. including prices for all the above.

Another great tour is the Muirwoods/ Sonoma wine tasting tour.

I would suggest our Sat. dinner/meeting be held at Neptune's restaurant , on pier 39. The 180 view is from Treasure Island, Alcatraz, Angel Island, Sausalito to the Golden Gate. Fantastic panorama. They can hold up to 300 people for dinner. I have contact person and will be getting a quote for the types of dinner-either buffet or sit down. Forgot! Tom is looking into R.V. places.

Free shuttle service from the airport

Thanks,

Ralph

Secretary Desk

I am asking for any leads of shipmate that you are in contact with who are not members of the Edwards Association. We have 130 members who have verified their information on our membership list. Again thank you for your help, we were able to update 13 records with new information. 3 address changes, 10 phone numbers, If you have not verified your address and phone number please take a few minutes and email me at bullcs3@hotmail.com Again thank you to all shipmate that responded to last month's request. See below about gold star

Treasures Report

> Sept. 1, 2012 - Sept 30, 2012
>
> Beginning Balance \$4,408.97
> Income 0.00
> Expenses 0.00
> Ending Balance \$4,408.97
>
> Hi shipmates, hope all is well with you all.

Date: October 15, 2012 10:05:03 AM CDT

Subject: Form 990-N E-filing Receipt - IRS Status: Accepted

I filed our taxes for 2011 - 2012, here is the proof of acceptance the IRS sent back to me. So that is done for another year.

Jim

Edson

For those who live in the Midwest. The Edson is now located in Saginaw Michigan. They began a Naval Museum with a F. Sherman class Destroyer for Public Viewing. It was towed past my hometown and I hope to make it up there next Spring for a tour. Here is a link to an article about it.

<http://www.ussedson.org/> and article <http://www.navytimes.com/news/2012/08/ap-edson-future-museum-centerpiece-080712/>

Want to talk about flashbacks!!!! Who knows,

E Overholt

Memory Lane

Starting a New Portion of the Edwards' newsletter. Would like in put from everyone. Does not need to be a large story. Only thing is tone down language and it cannot affect anyone negatively

Forty Years Later

30 April, 2012, in Dallas Texas.

Forty years ago this morning, about 4:20 AM, I was working down in the engine room putting in a packing gland in an electric pump on one of the aux plants. I got my index finger on my left hand caught when someone trying to help rotated the motor. The cut across the top of my finger went from the first joint towards the tip, through the quick of the nail and about half way up the nail. It then made a ninety-degree right turn, until it got almost to the edge of the nail. We had been working on the electric generator for over seventy two hours straight, no one had slept. Nelly, our second class petty officer told me to go find a corpsman and get it patched up, not realizing what time it was. I passed out briefly

on my way several times, and when I finally found the Corpsman Chief in his bunk, he told me to come back in the morning when he was awake. So I went up to the mess deck, still dripping blood into some old rag I had picked up in the engine room. One of the cooks, who claimed he had always wanted to be a corpsman broke open a first aid kit and fixed me up with a band aid twice the size of a softball. I tried to get some sleep, but soon it was time for breakfast and I needed to relieve the throttle man who was on watch, screwed up finger or not. After taking care of all of that, getting my own chow and having another fifteen minutes to kill before sick call, I walked out on to the fantail. I lit up a cigarette and looked off over the port side and there she was, Viet Nam. We had just pulled up on the southern gun line just south of the DNZ. If had I know better, I would have gone ahead and yelled, "Good Morning, Viet Nam!" But it would be a number of years later before that movie would come out.

Some other guy walked out right behind me, asked to bum a smoke and, looking at the frown on my face, asked, "What's the matter?"

"We're too close to the beach," I replied.

"Naw. We can't be. They wouldn't screw up that big!"

I looked at him in disbelief. "If they took me into this mans Navy, they can screw up anything, don't you think?" He grimaced and took a long pull on the cancer stick I had just given him.

I stuck my right arm straight out towards the beach and aimed it at the people I could see walking on the beach. They were about a half an inch tall, maybe a little less, but you could make out their arms and legs. I knew that that was within rifle range. And if you can see them, sweetheart, they can see you.

I wondered if I should maybe get out of the line of fire, just in case, when a large gusher of water erupted between me and the guys on the beach, about two hundred yards away from the side of our ship.

"Aaah shit..." I said to myself, I think, as I shook my head. I was so tired from the past three days of no sleep, I just stood there, looked and waited.

"What do we do?" yelled the guy besides me, as another shell hit in the water about fifty yards closer to us.

"Hell, I don't know! Can't dig a fox hole on a ship, I know that." At the same time the third shell being fired at us splashed into the water, another fifty yards closer. Only another two shells, a hundred yards more, and they would be striking metal.

I could hear the sounds of the engines having the steam put to them and the volume of light grey exhaust coming from the ship stacks increased greatly. The screws in the water beneath us dug in hard and pulled the deck closer to the surface of the water. A destroyer is not a large ship, only three hundred feet long, but at that moment it felt like we were on the back end of ski boat that had just gone full throttle, sinking low in the water as our screws bit into the water twenty plus feet down.

“Crap!” I yelled, “I ain’t been here long enough to piss anybody off that much!” as I looked at the spray of water from the three shells beginning to settle back into the Gulf.

“Dave, you are taking this way to personally,” said the other guy as we wondered if another shell was somewhere in the air above us, coming to may this a very unpleasant day.

“Somebody just tried to KILL ME!” I yelled back at him. “I think that is pretty damn personal!!!”

At that moment, Bell, Dong, Whistle and all sorts of noises started coming over the 1MC, “General Quarters, General Quarters! All hands man your battle stations! Now General Quarters!!!” So me and this other guy took off for our assigned general quarters duty station, but we both knew that the real danger was probably already passed. So for the next twenty or thirty minutes we played the little game. The Corpsman Chief walked past me as I was getting on my firefighting gear, “just in case”.

“Davidson,” he said, as if really caring, “How’s the finger. You stop by as soon as we secure from GQ! I want to take a good look at that.”

“Yea, right,” I thought. ! I’ll wait till later and see the PO 2. At least he might give me some pain killers,” I thought about smiling , but was still too tired.

Later that day, forty years ago today, I discovered two things. One, as the FNG’s on the gun line, we were given the privilege of being the “Target of the Day” for our enemy. We would move slowly back and fort very close to the shore line, until our Asian counter parts couldn’t stand it anymore and would shoot at us. Then all of our sister ship, sitting safely out of range would do the math and try to drop some shells of our own on top of them. And so that game went on.

The second thing I discovered was that to be able to draw Combat Pay in Viet Nam each month, you had to be ‘In Country’ at least five days of that month. It seems to me Combat Pay was around One Hundred Fifty Dollars a month. We had arrived on the 30th of April, so no Combat Pay for the month of April. The exception to that rule was if you got shot at by the enemy. So that little adventure had just earned everyone on board \$150!

It also marked in my brain forever what day we got to Viet Nam. Oh, later that evening we went north and started making raids in to North Viet Nam. We would set GQ a little after six, Eighteen hundred, and then make two, three sometimes four different raids into as many enemy ports, villages, etc. until around six in the morning, 0600 hours. So our Combat Pay was never in doubt. Then, after breakfast, it was time to go to work doing all the things that one needs to do to keep the ship afloat and running. Refueling, rearming, bring on ships stores, Food, Toilet Paper, etc, etc, etc!

Well that is what I was doing forty years ago today. And, so far today, no one has taken a shot at me, so that makes it a pretty Good Day, so far. But it is still early! I hope ya’ll all have a Good Day!

Submitted by Lee Davidson MM3 "Mokey" (Cowboy)

Ship's Store

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

Missing shipmates

Newsletter Notes

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

Sign in is the word member

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

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

Thank you,

Subject: Your email about the jet crash

William,

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

me, thankfully. I figure I would just be getting out of Leavenworth about now if I had. I don't know anything about the "large knife" portion of your email.

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

John Titus

LT, USNR

Hi Bob, Please let everyone know that the Edwards is now considered a "GOLD STAR" ship with the VA. On Wednesday I filed for disability and I was told that I should be able to get 100% for my Diabetes, Loss of Kidney function, Heart Disease, and Cataracts. I hope this news help everyone.

Thanks, Bill Ealey

Sorry about the last month email reference to Gold star. **The term is related to death of a service person in this instant from medical problems associated to Agent Orange. Attach is a web site that cover Navy ships that the V.A. has determine that were in contact with it.**

www.publichealth.va.gov/exposures/agentorange/ships/list.asp (united States Department of Veteran Affairs)

If You served on the ship (Feb 28- March 1 1969) You were possibly exposed to agent orange. Contact V.A. with any questions

Hi Bob, I don't know what it means. This is the term that the va service officer used when he was talking to me

To Whom It May Concern:

I was looking over the crew list of the USS Richards Edwards and there is one crew member missing - my father PO2 Paul W. Burroughs (now deceased). He served on the Edwards during his second tour of Vietnam. The only reason I remember this is that he use to show us the pictures of his "crossing the equator" ceremony which always brought a laughter to everyone. I don't remember the exact years, but it was in the late 1960s, prior to his being stationed at Pearl Harbor in 1970.

Please make this correction.

Thank you,

Melanie Burroughs