

## CAPTAIN'S COMMENT

EDISTO's 1967 deployment, depicted in this book, was varied, interesting, and productive. The season started with the traditional MSTs support operations, including the "opening" of the west coast of Greenland, the establishment of the Cruncher Island Responder Beacon, the initial break-in to Thule, and escort of early arriving MSTs ships to and from Thule. Since ice conditions were more severe than usual this was challenging work. There were extended periods of full power operations . . . backing and ramming, breaking through pressure ridges, twisting through leads, swinging back to break loose ships that had become beset. EDISTO, driven by a competent and determined crew, was in her element. She performed like a true professional.

Then came the challenging BMEWS cable repair operation. Utilizing every icebreaking technique in the book, EDISTO and SOUTHWIND screened and supported the USS AEOLUS and USS SENECA during repair and restoration operations involving vital submarine cables connecting the Thule BMEWS site with North American Air Defense Headquarters—a difficult and important job well done.

The high point of the summer was the diversion to Europe and the Soviet Arctic to attempt a never before accomplished feat—circumnavigation of the world via the Arctic Basin. This mission, undertaken jointly with EASTWIND under relatively constant Soviet air surveillance, was aborted 16 days after its commencement by a combination of unusually severe ice conditions in the Kara Sea and State Department unwillingness to run a risk of confrontation with Soviet forces. Its cancellation just short of the Straits of Vilkitskogo, halfway across Siberia, was a bitter disappointment to all of us. Memorable European liberties coming and going (Trondheim and Amsterdam) afforded