

The Cable

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IUSS: AMERICA'S EYES AND EARS TO THE UNDERSEA WORLD

*by LTJG Jenifer A. George, USNR
NOPF Dam Neck, VA Public Affairs*



Lofargram Analysis Circa 2001

Until 1991, almost forty years after its inception, the black-box secrecy of the Navy's premier undersea surveillance program required its mission be classified to protect some of the most sensitive secrets of the Cold War era. Tracking Soviet submarines miles off the coast of the United States became a top priority for national defense in order to maintain the delicate balance of power existing in the post-WWII landscape. To shield U.S. territory from another surprise attack, this time from beneath the waves, the United States Navy spent millions of dollars installing Sound Surveillance System (SOSUS) shore facilities in remote locations off the coasts of North America. Tasked with a constant vigil of the Atlantic and Pacific oceans, highly trained acoustic technicians identified and reported accounts of the underwater power struggle between the Soviet Union and United States for over fifty years. Today, changing naval priorities and strategies have left only a handful of these shore facilities under the Integrated Undersea Surveillance System (IUSS). Naval Ocean Processing Facilities (NOPFs) at Dam Neck, VA and

Whidbey Island, WA and the Joint Maritime Facility (JMF) at St Mawgan, UK are still standing the watch to monitor areas of responsibility throughout the world's oceans via fixed and mobile undersea acoustic sensors. Twenty-first century research and development coupled with the menacing reality of the submarine threat ensure that these facilities will remain manned twenty-four hours a day, as long as submarines deploy.

THE ORIGINS OF SOSUS

Reeling from Japan's surprise attack on Pearl Harbor in 1941, America first realized that its isolation would no longer be its protection. This offensive on U.S. territory inaugurated a refocusing of military planning into Indications and Warning, guiding U.S. thinking and military progress well into the 1970's. One of the prime early warning ventures to provide territorial protection was the implementation of the Sound Surveillance System (SOSUS) to cue the Navy to approaching foreign submarines. Post-WWII, the only potential enemy with capability to mount a surprise attack against the continental United States was the Soviet Union with either long-range bombers or diesel-snorkel submarines.

continued on next page

DIRECTOR'S CORNER

Ed Dalrymple

It has been a few months since the last newsletter. I have changed jobs/companies so time has eluded me. Sadly, as you will note, we have experienced the loss of some individuals that were significant contributors to the success of IUSS over the years. They will be missed and our thoughts and prayers are with their families. We still have some articles in reserve that will be in the next newsletter. I appreciate those of you who have submitted articles. Those of you who have submitted an article and/or something on the application that has not been mentioned in a newsletter and you would like it to be shared, please let me know. **Please Note: The Assn Website is a public site and not password protected. Please do not discuss technical or system capabilities on the website! Thank you for your understanding and cooperation.** View our website, if you haven't done so lately, members have contributed new photos and **Rick Matthews** continues to do a superb job.

EKD

IUSS: AMERICA'S EYES AND EARS (cont.)

With a credible counter to the air threat consisting of a line of radar stations stretched across northern Canada, known as the Distant Early Warning (DEW) Line, the submarine menace became the primary focus of research and development (R&D). The prevailing theory held that Soviet diesels, carrying 200 NM-range cruise missiles, similar to the U.S. REGULUS missile system, might transit the ocean undetected to launch their missiles at the United States from distances of less than 100 miles. Government-sanctioned “think-tanks” proposed two potential solutions to this looming threat: patrols by long-range radar aircraft that had turned the tide against German submarines in the Battle of the Atlantic; or low-frequency bottom-mounted passive sonar networks. As constant surveillance flights would quickly become prohibitively expensive, the decision was made to direct federal funding into the development of passive arrays which could exploit oceanic acoustic phenomena to detect sound from vast distances away.

During the 1940’s, Bell Laboratories’ creation of a sound spectrograph to create visible speech patterns and Western Electric’s technology for accurately surveying ocean topography and laying telephone cables, were critical in laying the groundwork of the first SOSUS array construction. Instead of trying to differentiate between incremental changes in sound levels while searching for submarines, trained technicians could actually study visual depictions of the ocean noise, increasing acoustic discrimination exponentially. In 1951, the first test array was installed at Eleuthera as part of Project Jezebel.

During the eight years following 1954, facilities to track and report threat submarine activity were established in remote locales down the East Coast – from Nova Scotia to Cape May to Cape Hatteras out to Bermuda. The Pacific coast watch stood in facilities from Adak, Alaska to Coos Bay, Oregon; and from Midway Island to Guam. The facilities did not track Soviet submarines exclusively. Discovering the telltale signatures of our own submarines allowed military contractors to ‘quiet’ the noisy machinery during overhaul and incorporate changes in new construction design. In the mid-1950’s, when the America’s first nuclear-powered submarine deployed, submariners proudly boasted that she would not be detected. “When she came out, we watched her like we did with any of the other boats,” recalled Edwin Smock, a retired Navy master chief and ‘plank owner’ in the IUSS community. As for the submarine community, it set course on a heightened submarine quieting program.

As tensions escalated between the two superpowers, SOSUS truly demonstrated the importance of its unique ASW mission. During 1962’s Cuban Missile Crisis, SOSUS recorded its first Soviet submarine detection. A Foxtrot Class diesel boat, armed and capable of initiating another world war, was located by SOSUS off the East Coast of the United States. SOSUS was critical in the location of K129, a Golf class Russian submarine that sank off the coast of Hawaii and assisted the CIA’s Project Jennifer and the Glomar Explorer’s retrieval of the submarine from the ocean bottom. Essentially, Navy Ocean Systems Technicians (OT’s)

manning the ASW shore facilities were tracking the entire Soviet submarine arsenal, and knew exactly what to look for. “Even when they would quiet their submarines in one area, we would pick up another area and find them again,” says Smock.

In the late 1960’s and early 1970’s, it became evident that Soviet intelligence knew of the hydrophone arrays and the weaknesses in Russian submarine design SOSUS was detecting. It was not until 1985, with the arrest of internal Navy spy, John A. Walker, Jr., that the government realized the true magnitude of the compromise. Walker, a Warrant Officer and career submarine communications expert based at Norfolk’s Atlantic Submarine Force Headquarters, used his ring of espionage to sell Top Secret military information, including the Navy’s anti-submarine warfare programs. In a 1986 affidavit, Rear Admiral William Studeman, then Director of Naval Intelligence stated that the implications of the Walker spy ring “had the potential, had conflict erupted between the two superpowers, to have powerful war-winning implications for the Soviet side.” It is impossible to tell how much Walker disclosed about SOSUS in particular, but every subsequent generation of Soviet submarine was quieted in ways to dramatically reduce detection vulnerabilities. Walker has been tied in recent years to the SCORPION sinking and the capture of USS PUEBLO, a Navy communications ship.

One positive result of the Walker scandal was that all efforts to develop a new methodology of acoustic detection were given a push to the production line. Surveillance Towed Array Sensor System (SURTASS) was designed to provide mobile monitoring of known submarine transit areas as a much more cost-effective way to track submarine movement. SURTASS, essentially a long string of mobile hydrophones attached to the stern of a Military Sealift ship allows for passive detection of submarines at significant ranges in areas not covered by fixed bottom mounted arrays.

UNDERSEA SURVEILLANCE IN THE YEAR 2000

With only three shore stations remaining to process acoustic data from SOSUS and SURTASS, the Integrated Undersea Surveillance System (IUSS) has found itself in the same predicament as the rest of the military – doing much more with much less. Manned at one quarter of its Cold War peak, the three remaining IUSS facilities have experienced many changes since the mid-1990’s.

A rating merger of Ocean Systems Technicians (OT) with Surface Sonar Technicians (STG) has provided prior-OT’s their first opportunity to go to sea and brought STG’s from destroyers and frigates into this once insular community to man the watch billets ashore. Chief Petty Officer Dan Kowalsky, one of the first STG’s to qualify as an IUSS specialist, has tracked more Russian submarines during his tour at NOPF Dam Neck, Virginia than he had during his **IUSS: AMERICA’S EYES AND EARS (cont.)** continued on next page entire navy career at sea. “Instead of focusing on just your ship’s acoustic sensors and passing information to another tech in your battle group, here you can interact with all

facets of the ASW community – from Maritime Patrol Aircraft to submarines to international commands. Further, the interaction is at all pay grades. Operators can compare notes on a contact even if they're thousands of miles and several time zones apart.”



It Was Easier Rolling Grams At a NAVFAC

Recently added to the IUSS ranks are Aviation Warfare Operators (AW) and Submarine Sonar Technicians (STS), bringing fresh perspectives on ASW and experience with submarine tactics and capabilities. “Although AW’s have always interfaced with STG’s, STS’s, and former OT’s, May 1999 was the first time in Navy history that we were combined under one roof. This allowed for the exchange of information and perspectives daily from each ASW facet,” noted AW1 Bill Dixon, one of the first AW’s in over a decade to arrive at NOPF Dam Neck.

Integration has not been restricted to the enlisted ranks. IUSS Specialists now include Intelligence Officers (designator 163x), Operations Technician Warrant Officers (designator 712x/718x) and a variety of Limited Duty Officers (primarily designator 612x/618x). The Wardroom diversity has meshed warfare qualifications and experiences in the junior officer ranks. IUSS has bragging rites to a breadth and depth on their watch floors unmatched in the rest of the Fleet. Various communities assign sailors to IUSS sites but the lack of centralized detailing has made advertising vital to the ASW community as few outside the community know more than vague generalizations about the acclaimed operations in the heyday of the Cold War. But on-going prosecutions, new technology, and future initiatives require a constant feed of highly qualified analysts to do this critical, highly specialized job.

Though the continuing dilution of the prior OT expertise with Fleet sonar technicians has required give and take, the payoff for this once closed community has been significant.

Some of the best advertisement IUSS gets is from “fleet STG’s” returning to the waterfront with extensive ASW knowledge and training gained ashore.

FUTURE OF THE IUSS COMMUNITY

Though the Soviet threat crumbled with the Berlin Wall and the expansion of the global market, Russian shipyards are still building and enhancing submarines to cushion its destitute economy. Additionally, a plethora of countries are procuring submarines from Russia, Sweden, Germany, and Italy; most notably, the stealthy diesel submarines. By Navy account, twenty one Third World nations, including North Korea, Iran, Libya, and Pakistan have more than three hundred submarines, although often stripped-down and in states of disrepair. In 1999, former Chief of Naval Operations Admiral Jay Johnson reported that, “undersea warfare remains a tough business where the only acceptable position is one of absolute operational primacy,” affirming the operational requirement to exploit IUSS as a national ASW asset.



NOPF Dam Neck, Virginia

The progression of submarine quieting technology has required the Navy to take steps to sustain operational primacy in ASW in other ways. One such endeavor is Low Frequency Active (LFA) enhancement to SURTASS which adds the ability to *actively* broadcast specialized sounds and use echo detection methods to maximize the range that submarines can be detected and tracked. SURTASS LFA sonar would mean greater detection ranges, providing adequate time to react to and defend against potential submerged threats. The first and

continued on next page

IUSS: AMERICA’S EYES AND EARS (cont.)

only ship planned of this new class of SURTASS vessels, the USNS IMPECCABLE (T-AGOS 23), is designed to support LFA operations. The NOPF Dam Neck military detachment, now known as IUSS Sea Component East (ISC-E), will build up to a total complement of 56 personnel to support a Blue Crew/Gold Crew concept of deployment for both SURTASS

and SURTASS LFA. One of the issues currently under litigation is the effect of LFA sonar on marine mammals. Studies to date indicate that the number of animals potentially injured would be so small as to have negligible impact on the affected species' stocks or upon the availability of the species for subsistence needs, though the equipment is still undergoing testing and modification. Despite the expense (upwards of \$350 million in research, development, and testing) and controversy attached to the LFA sonar program, it is one of the most promising answers to the reality of the quieter submarine threat.

Mobility and flexibility have been critical in the evolution of undersea warfare since its inception. SURTASS has allowed for submarine tracking coverage in areas not equipped with bottom-mounted arrays. In an effort to keep pace with the changing underwater environment, in 1992, a program known as the Advanced Deployable System (ADS) was initiated to adapt undersea surveillance technology to ASW in the littorals. Testing conducted in 1994 by Space and Naval Warfare Systems Command (SPAWAR) Integrated Undersea Surveillance System (IUSS) Directorate (PD 18), affirmed the feasibility of detecting quiet diesel-electric submarines and mine-laying operations in shallow littoral waters using bottom-mounted arrays. The first at-sea test of a deployed ADS array occurred in 1998 with impressive results. Currently, ADS is in the Engineering and Manufacturing Development phase and is expected to be fully operational in the near future as the next generation of IUSS.

FINAL THOUGHTS

The continuously changing environment in the military/political world has forced the IUSS community to reinvent its mode of thinking and its role as part of an ASW network of capabilities that help to provide the in-depth integrated defense required of the present post-Cold War interlude. The next greatest national security concern may not be from missile-carrying submarines but from small turboprop airplanes flying close to the water to deliver chemical agents or from small surface vessels unloading mines into our littorals to prey upon perceived weaknesses. The existing flexibility to tailor the current undersea warfare system will pay enormous dividends as the tools and the faces of the enemy change. The foundation for global power protection rests upon our ability to control the sea. The IUSS community's diligence in modernization to counter a slew of possible future threats has helped to ensure a bright future as both a strategic and tactical tool of national policy and implementation.

ALMOST RUN OVER BY A CHALKBOARD

*Submitted by
OTCM George Widenor, USN (Ret)*

Once upon a time, with the COSP Readiness and Training Team onboard NAVFAC Point Sur, a

chalkboard came roaring down "Main Street" in the middle of the night. Three members of the COSP Team were caught off guard (and almost run over), not having a clue as to what was happening.

It seems that shortly following the pre-drill package being briefed and turned over to the watch team, it was determined that there was a need for at least one additional "status board" to be in place by the next morning. Off to the base auditorium for the portable chalkboard (on wheels), powered by two guys from the watch section. Then a "very close call" speeding past the COSP visitors strolling up the road in the darkness.

The REST of the story (as Paul Harvey would say)?

The following morning we (COSP) encountered one of the most prepared watch sections we had ever witnessed. The near-miss "hit & run" vehicle had been transformed into a highly detail summary of all pre-drill intelligence, and was perhaps the key to a very solid nine-hour performance. It was tough not to applaud, but as everyone knows, inspectors are trained (and required) to have that "something is going wrong" look on their faces.

I saluted that crew at the time (1975 I think), and that flying chalkboard, I know they were speeding, is still embedded in my memory. It still stands as one of the best ORI performances on record; if there are such records. By the way – another clue as to the impending "slam-dunk" of our drill was the fact that there was standing room only at the 9:00 PM pre-brief. We had never seen that level of interest and enthusiasm before (or since). ANYONE OUT THERE OWN-UP TO BEING ONE OF THE "DRIVERS"?

EXCHANGE OF LETTERS

Between

Ex-LT BRUCE TURNER, USN & CAPTAIN ROBERT D. McWETHY, USN (Ret)

November, 2000

Hi Bob,

It was good to read about you in the "The Cable". I was a CDO at COSL from September 1965 through September 1967 – a most enjoyable tour. I remember my first formal visit to your home. Like most USNR JO's I was very apprehensive and nervous that I wouldn't remember all the traditional protocol. But you and Liz put me at ease and the evening went off well. I was 24 years old.... still pretty wet behind the ears. I remember one weekend eve watch when VADM Weakley showed up in civilian clothes at the cipher door at COSL. There was something hot going on. I happened to open the door, and thought for all the world that he was the janitor. His manner of dress was, at best, "casual".

My first tour in the System was a Grand Turk where my commanding officer was Dick Dugan. He served as Admin Officer when I was at COSL. I lost contact with him after he retired; presumably he is somewhere around Newport, R.I. I left the Navy in 1970 and went on to get a graduate degree in geophysics at the University of Hawaii. For the past 25 years I have worked as a geophysicist in Hawaii and Alaska. I am currently working at the West Coast and Alaska Tsunami Warning Center in Palmer, Alaska. In some ways we function much like the old NAVFAC's. We listen to a global array of seismometers for the BIG earthquakes. When an event of magnitude 6.5 or greater occurs we quickly analyze the data and issue a Warning (or not) to our area of the Pacific. "Our" area consists of the coastline from Shemya in the Aleutians to California/Mexico border. Recently I made a visit to Dutch Harbor – a famous WWII site. I gave some community preparedness presentations on earthquakes and tsunamis. In some spare hours there, I visited the old command caves and the submarine pens that were there in the War. It's a unique and historic site – and the halibut fishing is great!

I have many fond memories of my time at COSL, and appreciated your fine example of leadership. I hope you are still sailing.

Warm regards,
//s// Bruce Turner

November, 2000

Dear Bruce,

It was good to hear from you. News from here is that we are both in our 80th year now. I am the only one in our golf gang not using a cart. Next year we have our Naval Academy 60th Class reunion. None of my Alaska trips took me close to Palmer. I visited Kodiak, Fairbanks Point Barrow and Nome in the winter. That was close to 50 years ago. More recently, maybe five years ago, my brother, son Bill & I flew to Ketchikan for salmon/halibut fishing.

Now I am going to tell a story that Ed can use in "The Cable" if he thinks the readers would be interested. "How unfavorable developments can turn out for the best – or how I was fortunate enough to become COSL". As I mentioned in "The Cable" my first contact with SOSUS and LT Joe Kelly was about 1953 when I was skipper of USS PIPER providing submarine target services for the Bermuda site survey. Later I was ComSubLant Operations Officer when that staff moved from New London to Norfolk. Daily, I took advantage of the proximity to attend the morning SOSUS brief. The "contest" was between my submarines and COSL. From Norfolk I went to duty in OPNAV for three years then to a deep draft command. In that year the Major Command Board reported out and I was not on the list. Having crossed swords with my Admiral boss in the Pentagon may have had something to do with that. I made a trip to Washington to visit the Captain Detail Officer. We discussed my situation and I told him we really wanted to live in Annapolis and I was particularly interested in some billet having to do with oceanography. He considered that and looked at the billets he had to fill. "I have this oceanographic system in Norfolk", he said, not having a clue as to what it was. I quickly responded, "I'll take it!" So it came to pass that orders were issued. Later I heard that ComASWForLant, VADM Weakley, was most unhappy because he had not been consulted. Fortunately, his Chief of Staff was a War College classmate who assured the Admiral that I was all right. In due course I relieved my Naval Academy classmate, Roy Robison.

It was an exciting time with the Soviets just starting to send their nukes into the Atlantic and with COSL moving into the OpConCenter and the computer age. Admiral Weakley and I became fast friends and the COSL staff along with the NAVFAC's did great things. I managed to hang onto that fine duty for three years during which the USN and Canadian Forces personnel and the WeCo engineers did such a wonderful job that I was put on the Major Command List long after my year group was no longer being considered. BuPers couldn't figure out what to do with me. After a short tour on ComOpTevFor staff, I received orders to command the guided missile cruiser USS PROVIDENCE for my final sea duty; not bad for an old submariner with no cruiser experience.

I was particularly pleased that our successes in 1966 and 1967 gave us leverage, working with the "ASW Czar" VADM Martel, to get recognition and promotion opportunities for SOSUS personnel and to lay the groundwork for the OT rate separate from the Sonar Technician.

All the best,
//s// Bob McWethy

ADVENTURES OF THE SURVEILLANCE ESKIMO

AKA: LCDR Chuck Gagnon, USN (Ret)

(Week 1) My first week on the ice was a doozy! We camped about seven miles out. Setting up a cook tent with a propane heater and three sleep tents (no heat). We dug a crapper in the ice; now using that at 60 degrees below zero (chill factor) is a real experience. There is no reading the paper in that igloo!!! Bear signs and tracks are everywhere. I measured one forepaw of a “pretty big” polar bear. It was 12 inches across and 11 inches long.

We have our hydrophones in and what a great area for sounds. The ice really makes a lot of noise. I made the first Bowhead whale detection and won \$42 in the “first whale by the visual team pool”. No whales taken yet by the local hunters. They have their camps on the ice like us, but don’t bother setting up a propane tent. Our tent stays at about 40 degrees. The Eskimos are a hardy bunch. I was talking to my Eskimo friend, William, this morning. It was about 6 degrees and sunny. William says to me, “I am sweating already it is going to be a hot one”. I asked him what he considers hot? He said somewhere between 10 and 20 degrees. These guys sit perfectly still for HOURS waiting for a whale to pop up in front of them.

(Week 2) The weather has been decent this week, 15 below to 20 above. We only saw 20 for one day. I must be getting use to this because even I thought it was warm. Anyway, a minor nor’easter came through this week and the chill factor plunged to more than 50 below for 36 hours. I’m getting use to it though. Driving a snow machine while coming off the ice yesterday I didn’t wear a neck gaiter, face mask or even button my parka. I am even getting an Eskimo tan; browned face cheeks, white eyes and hands...a lot uglier than a farmer tan.

We had to move our camp last week because the ice had become unstable. Our new camp is closer to the land and the Arctic Research Facility. We are camped on ice where the ocean is 100 ft deep. Our hydrophones are out another 2km in 180 ft of water. We line the phones and our visual observation perch as close to the lead as we can. The lead is a large crack in the ice. Depending on the wind the lead can be 800m wide or completely closed. I was standing at the solid ice edge yesterday and watched the flow of ocean pack ice eight feet from me! We have tracked about 300 Bowhead whales so far. The hunters haven’t harvested one yet. I get to eat some “muktuk” that came from Gilbert’s whale cellar. Muktuk is blubber and skin. It is pretty good eating. It is eaten raw. One experience I don’t like

here is the frozen toothpaste and toothbrushes. You just don’t get that clean feeling after fighting to get your toothpaste out of the tube. This after you have creatively found a place to thaw it.

(Week 3) Well another week on the ice has gone by. Sleeping in 10 to 15 below zero weather causes one to ensure there are no bloody drafts into the sleeping bag. The humidity here is really low. When you exhale, the moisture in your breath collects on your face, hair or sleeping bag. I have awakened to a ring of frost, ½ inch thick that covered everything within 15 inches of my face. You learn to live with it.

The Eskimos are real characters. Yesterday I was driving a snow machine and coming off the ice for my day off. I see Perry my good Eskimo friend coming towards me at about 35 mph towing a sled. He sticks out his gloved hand as if he is signaling for a left turn. He isn’t. It’s his intention for us to go by each other and “high five”. That is an experience I don’t care to repeat too often. We had about 60mph of relative speed and came within four feet of each other grinning like a couple of matadors; we managed to touch gloves and that’s it. There are reports of 12’ Polar Bears running around near the whale harvest. One Eskimo I was talking to said he needed another rug; well, you get the idea. Hell, I just don’t want to end up as a bloody portion on a 12’ bear chow list.

Seven bowhead whales have been taken by the Eskimo Hunters. There are 39 crews competing for the quota of 22 whales. These guys are really brave and proficient. I have to admire them. They don’t need a hunting or fishing license and if they want a caribou or ten, they drive south on snow machines and get them. They can hunt and fish all they want. Life is good, hard, but good. This week I had the pleasure of eating bowhead whale meat. Wow, it is so good. I didn’t even have the primo portion and it was last year’s harvest that has been frozen. It was at least a tender as filet mignon and as tasty as any venison I have eaten. I was on the hydrophones when a bowhead was taken on Thursday morning. It was really interesting sounds.

LCDR Chuck Gagnon, USN (Ret) is supporting Cornell University Whale research efforts. He has been associated with this effort ever since his active duty tours. This article is a compilation of email messages he forwarded to OTCM Ed Smock, USN (Ret).

IN MEMORIAM

OTACS ALLAN LEE SWEETEN, USN (Ret)

“The funeral took place at Parc Gwyn Crematorium on Thursday 11 January 2001 for OTACS Allan Lee Sweeten, USN (Ret). Allan was born in Oregon, USA and served in the U.S. Navy for 30 years. After his years of sea duty he served in Guam, Alaska, Japan, Hawaii, Bermuda and three tours of duty at the NAVFAC Brawdy, where he met and married Vivienne. He grew to love Pembrokeshire and its people and on his retirement settled in Haverfordwest. He was involved with and supported a variety of local charities and organisations including REMAP, The British Legion, RSPB and the Haverfordwest Racecourse Park.

The bearers were serving members of the United States Navy and members of The British Legion. The service was conducted by Rev. John Welsby and the eulogy was given by Lt. Comm Denny Harrington, USN. The colour guard was sent by US NAVFAC St. Mawgan. A special thank you to all of Allan’s American friends, especially Bernie Ricketts, who organised and coordinated with the funeral director to make Al’s funeral a very special day. FAIR WINDS AND FOLLOWING SEAS.”

(Note: This the obituary article that appeared in local Welsh newspaper, the Western Telegraph.)

OTCS EDWARD J. MOODY, USN (Ret)

1921-2001

Senior Chief Petty Officer Moody passed away earlier this year in central Florida. Senior Chief Moody began his Naval career as a surface sonar man. He served at NAVFACs Bermuda, Argentinia and Cape Hatteras as well as a tour at Fleet Sonar School, Key West, Florida during the 1960’s. He moved to central Florida in 1974. He was born in Quincy, Massachusetts. He was a member of the Fleet Reserve Association. His wife, Cecilia, a daughter and son and one grandson, survive him.

AL SKIPPER

Western Electric/AT&T Resident Engineer

Al Skipper passed away on 31 December 2000. Al was a Resident Engineer with Western Electric, AT&TT, and Lucent Technologies for over 24 years. Al had been waging a battle with cancer since last summer and was on the path to total recovery. Unfortunately when he returned to the hospital for follow-up treatment for earlier surgery he contracted a bacterial infection, which could not be successfully treated.

Al was a well-known and respected member our community. His assignments within the “System” were: NavFac Nantucket (’73-’74); NavFac Adak (’74-’75); Special Projects (’75-’76, ’79-’80 and ’84-’94); Argentinia (’76-’79) (’80-’83) and CNFJ (’95-’97). Al and his family resided at 532 Dothan Road, Abbeville, Alabama 36310 at the time of his death. His family may be contacted at that address.

IN MEMORIAM

CAPTAIN ALLAN E. MAY, USN (Ret)
1920 - 2001
Commander, Ocean Systems, Atlantic (1968-1970)

Captain May died of congestive heart failure March 13, 2001 at Pomerado Hospital, Poway, California. He was 81 years of age. The following was printed in the San Diego Union as written by Jack Williams, Staff Writer:

“World War II took Allan E. May from a U.S Naval Academy classroom to a crisis at sea. With his class of 1943 accelerated a year, the future Navy Captain found himself in the Solomon Islands aboard the cruiser USS NEW ORLEANS in 1942 when a Japanese torpedo inflicted serious damage. Thanks to a temporary bow that the crew fashioned from coconut logs, the ship stayed afloat and, under its own power, sailed to Australia for repairs.

During a 30-year naval career, Captain May would go on to earn a Silver Star for four WWII patrols aboard the submarine USS SNOOK and a Legion of Merit for his role in finding the sunken submarine USS SCORPION during the Vietnam War. Upon his accelerated graduation from Annapolis, Captain May volunteered for submarine service. He was assigned to the USS SNOOK after helping save the beleaguered USS NEW ORLEANS, then was reassigned before the USS SNOOK was lost at sea, resulting in 84 deaths, on April 8, 1945. Captain May named his first son, Stephen, after one of his former SNOOK shipmates, Lt. Stephen P. Gardner. After WWII Captain May served on the submarine USS QUEENFISH in his first of three deployments at Pearl Harbor. In 1950, while stationed in San Diego, he earned a Master of Science degree in oceanography at Scripps Institution of Oceanography. He was assigned his first of several commands in the early 1950's aboard the USS SEA DEVIL. After attending Naval War College in Newport, R.I., and serving at the Bureau of Naval Personnel in Washington, D.C., he assumed command of Submarine Division 21 in New London, Connecticut.

In the early 1960's Captain May commanded the submarine tender USS SPERRY and Submarine Squadron Three. Later, while assigned command of Ocean Systems, Atlantic, he was instrumental in the investigation that led to the wreckage in the mid-Atlantic of the nuclear-powered USS SCORPION. The submarine, with 99 aboard, was lost a sea 97 days after departing Norfolk, VA, on Feb 15, 1968. In 1970, Captain May was reassigned as deputy commander of the Navy Weapons Center in China Lake.

He retired from active duty in 1972, made San Diego his home and worked two years as a project manager for Scripps Institution of Oceanography. Surgery for a brain tumor forced him to retire. Born and raised in Pasadena, California, Captain May attended Pasadena City College for a year prior to his appointment to Annapolis in 1939. He married Jean Kathryn Vorce, also a Pasadena resident, in 1943. The couple was active for several years at Palisades Presbyterian Church in Allied Gardens. Mrs. May died in 1992 of complications from diabetes.

Survivors include daughters Melinda May of Rancho Bernardo and Kathryn Herman of Allied Gardens; sons Stephen of Rancho Bernardo and Eric of Los Angeles; a brother, Robert of Escondido; and five grandchildren.”

OTCM GARY PETERSON, USN (Ret)

OTCM Gary Peterson was killed in an automobile accident in San Diego on 25 January 2001. He was employed by ORINCON Corporation at the time. His wife Penny and children Kevin and Ian survive him. Memorial services were held at the Scottish Rite Masonic Center, 1895 Camino Del Rio, Mission Valley, San Diego on 01 February. Internment of Gary's ashes was on 02 February with full military honors at the Fort Rosecrans National Cemetery, Point Loma, San Diego

IN MEMORIAM

OTA1 MEL SOUBRICAS CARON, USN
3 April 1960 – 21 October 2000

Our dear friend and courageous shipmate lost her five-year battle with cancer and passed away at her home on Whidbey Island, Washington last fall.

Mel was born in Nuremberg, Germany on April 3, 1960, to Henry Soubricas and Elisabeth Mortz Soubricas. She came to the United States in 1972 as a young teen. The family settled in Fairfield, PA. where Mel attended school, graduating from high school in 1979. After high school, she joined the U.S. Navy. Her duty stations included: Naval Facilities Brawdy, Wales; Centerville Beach, California; Guam; NAS Whidbey Island and Moffet Field, California. She came to Whidbey Island in 1989. Mel married Kevin Caron in Oak Harbor on August 27, 1994.

She was a member of the Whidbey Island Presbyterian Church. She enjoyed reading, scrap booking, beach combing and everything family oriented.

Mel is survived by her husband Kevin, at home; one son Daniel, and two step-sons, Phillip and Jonathan, all at home in Oak Harbor; her mother, Elisabeth Soubricas of Berlin, Germany; one brother, Karsti Soubricas of Berlin; her step-mother, Betty Soubricas of Fairfield, PA; two step-brothers, Charles Rex of New York and Chris Rex of Atlanta, GA; one step-sister, Cathy Rex of Fairfield, PA; her mother- and father-in-law, Lois and Ralph Caron of Sacramento, CA; as well as numerous other relatives.

Memorial services were held on October 27, 2000 at Whidbey Island Presbyterian Church, Pastor David Templin officiating. Memorial services were also held at Gettysburg, Pennsylvania. Memorials may be made to Making Memories Breast Cancer Foundation, P.O. Box 92042 Portland, Oregon 97292; or to the Mel S. Caron Memorial Fund c/o Alaska Federal Credit Union, 350 S. Oak Harbor St., Oak Harbor, WA 98277, for the children's education.

Those of us lucky enough to have known her were enriched by the experience. She left this planet a better place than she found it.

IN MEMORIAM

RADM DEMPSTER MCKEE JACKSON, USN (Ret) **1931 – 2001**

Rear Admiral Dempster McKee Jackson, USN (Retired), 70, an underwater acoustics expert and consultant, died on April 3, 2001, of complications following heart surgery.

A native of San Diego, California, and son of CAPT (USN) Richmond and Ruth Jackson, he was a 1952 graduate of the U.S. Naval Academy. During that year, he was a member of the Navy Crew team, which represented the United States at the Olympic Games in Helsinki, Finland.

He served aboard USS DEHAVEN (DD-727) in the Korean conflict and aboard the USS HELENA (CA-75). He also was on the JUPITER launch team, Huntsville, Alabama, and POLARIS projects, Washington, DC. He was commanding officer of the USS SUMNER COUNTY (LST-1148) and attended the Navy Postgraduate School in Monterey, California, receiving an advanced degree in Physics (Underwater Acoustics). He served as Executive Officer and Navigator of USS MADDOX (DD-737) when that ship saw action in the Tonkin Gulf in 1964, receiving the Navy Commendation Medal with Combat "V." He was Operations officer in Da Nang, Vietnam, during the 1968 Tet Offensive and was awarded a Bronze Star with Combat "V." He commanded USS CHARLES BERRY (DE-1035) in 1967 and USS KING (DLG-10) in 1970, when he was awarded a second Bronze Star. In Washington, he served as Weapons Systems Integration Officer in the Bureau of Ordnance, as Head of the Undersea Surveillance Division in Anti-Submarine Warfare (ASW) in the Office of the Chief of Naval Operations, and as Manager of the Undersea Surveillance Project (PME-124) in the Naval Electronic Systems Command Headquarters. After his selection to flag rank in 1978, he assumed duties as Commander of the ASW Systems Project of the Naval Materiel Command, with additional duty as Director of the ASW Division in the Office of the Director, ASW and Ocean Surveillance Programs, Office of the Chief of Naval Operations. In 1980 he was Deputy Commander, Combat Systems Directorate, Naval Sea Systems Command Headquarters, retiring in 1983.

He was Executive Vice President of the Naval Undersea Museum at Keyport, Washington, and his consulting firm worked with national undersea warfare projects. The National Defense Industrial Association awarded Admiral Jackson the Ringenberg Bronze Medal Citation for Outstanding Service in 2000. He was a life member of the Surface Navy Association and Sons of the American Revolution, as well as a member of the Society of Mayflower Descendants, U. S. Naval Academy Alumni Association, and the Washington Chapter Model "A" Restorers Club. Cars were a lifetime passion, and he had rebuilt several classics.

Survivors include his wife of 45 years, Mary-lin; three sons, CAPT (USN) David M., currently serving in Millington, Tennessee, Dennis M., of Leesburg, Virginia, and Riley W., of Portland, Oregon; a daughter, Demarie, of Arlington, Virginia; five grandchildren; a brother, Remington, of Del Mar, California; and a sister, Marcia Thaxton, of San Diego, California.

The family requests that in lieu of flowers, donations be sent in his name to the Joslin Diabetes Center, One Joslin Place, Boston, MA 02215, ATTN: Development, or to the Naval Undersea Museum Foundation, P.O. Box 408, Keyport, WA 98345 or to the U. S. Naval Academy Foundation, earmarked for the USNA Class of 1952 Museum Project, 291 Wood Road, Annapolis, MD 21402-5001.

PEOPLE NEWS – SUMMER 2001

** = New Member

****Ex-OTA1 Laura Kate Barrett, USN** currently resides in San Diego. She left the Navy in 1989, her last duty station being NAVFAC Centerville Beach. She is a Webmaster and technical writer for a hardware/software developer of remote video surveillance systems. Katie continues to sing and record with a local band and spends the weekends in the desert stargazing with a telescope. **CDR J.H.R. Brady, USN (Ret)** continues to reside on Lopez Island, Washington with his wife Sarah and daughter Brooks. Besides being a fine athlete competing for her 6th grade class in volleyball and basketball, Brooks is an accomplished horseperson. She has won 4-H Blue Ribbons and now has her own horse; a Bay Morgan Gelding. ****Ex-UT2 Jeff Brink, USN** resides in Malta, Ohio with his wife Cheryl and two children, Kaylee and Makenzie. Jeff was at Eleuthera and Keflavik ('75-'78).

Jerry Brinckman, (COSL circa 1967-68) resides in Fontana, Wisconsin. **George and Nancy Chapman** recently spent a week on a Civil War educational tour conducted by Virginia Tech University. **** Ex-STG2 Bill Cordray, USNR** and wife, Pauline, reside in Salt Lake City, Utah. Bill was at NAVFAC Centerville Beach (1964-66). Bill is a licensed architect and his wife is a research technician in genetics and cancer research. Their daughter Michelle, a cinema major and 1995 graduate of Yale is currently working as a file editor in Boston. Son Bill, a 1997 University of Utah communications graduate is now studying architecture. Bill writes: "I have fond memories of the people I knew in the Navy and our fascinating mission and have often wondered about the history of SOSUS since I left the Navy and how effective it had been. I seemed like such an important part of the Cold War and yet it received so little attention". ****OTACS Jim Dalton, USN (Ret)** is located in Costigan, Maine. Jim retired in 1987 and moved to a log home in the Maine woods. He is employed by the University of Maine as the Security Director.

****Jeff Dodge** is living in Camden, Maine since he retired as a young guy from ONI a few years back. Jeff was at Grand Turks and Keflavik, 1966-69 and then went to work at then STIC/NISC. He is enjoying a gentlemanly semi-retirement on the mid-coast of Maine. ****Richard Genaille, WECO (Ret)** resides in Winston-Salem, N.C. Richard was with Western Electric for 37+ years, associated mostly with Army and Navy communications. His first wife passed away a number of years ago from cancer and he has since remarried. He has three children from his first marriage: oldest son is a retired USAF LtCol, daughter was a USAF Captain and Chief of Operations at the Autodin Switch at Tinker AFB before marrying and leaving the Air Force. His youngest son was an Apache

pilot in Saudi Arabia and retired after the Gulf War. As a Senior Communications Planning Engineer in the late 60's and early 70's Richard's work took him to the majority of east and west coast sites. He served in the Navy in World War II as an AETM1. **OTAC Mike Golio, USN (Ret)** and a former CTIC, USN is still in West Frankfort, Illinois and said he would like to hear from any of his Navy friends from his days at Keflavik and Brawdy. Mike provided the following web site URL and said it would be of interest to our members: www.pacificsites.com/~brooke/crypto.shtml

****OTA1 Joe Golden, USN (Ret)** and wife Donna reside in Fredericksburg, VA. They have 3 children: Carrie, Jon and Aaron. They are the proud grandparents of Patience Ogden. After retirement Joe worked for Hughes/Raytheon as a Field Service Technician on SURTASS ships. He now is employed by Syntetics, Inc. as a Systems/Networks Administrator for the labs at the Naval Surface Warfare Center, Dahlgren, VA. Joe and Donna are very much involved in their church. ****Dr. Herb Herrmann, NAVFACENGCOM** and family reside in Burke, VA. Herb has been involved with the Navy's cable database management and planning and execution of cable shore landing sites ranging from Eleuthera to Whidbey Island. ****CDR Charles "Bud" Hilton, USNR (Ret)** resides with his wife, Bobbie in Solena Beach, California near San Diego. They have three children: Jeff, 28, Katie, 25 and Laura, 21. His relatively short tenure of active duty had him serving at Eleuthera, Grand Turks, Keflavik and Bermuda in just 3+ years. After leaving the Navy in 1969 he spent 2 years at Lockheed as an analyst and assisted in producing the S3/DIFAR Signature Catalogue. Since that time he has been a retail stockbroker in San Diego. He is currently an Investments VP for A.G. Edwards & Sons, Inc.

**** LCDR Suzan Hernandez, USN** is in Pensacola, Florida. She is on the staff of the Chief, Naval Education and Training and is the EO Training Program Manager. ****Tom Higbee, SES, SPAWAR** resides in San Diego. Tom has been associated with IUSS since 1973 when he was at NOSC. After a 5-year break in the 80's he returned to SPAWAR, PD-18 (IUSS Project Office). He became the Program Manager for the Advanced Deployable System (ADS) in 1997; a position he held until 2000 when he transferred to his current position in SPAWAR 05, Office of the Chief Engineer. Congratulations are in order in that Tom was recently promoted to the Senior Executive Service (SES). This is the equivalent to a Flag rank. **CAPT Dick Hoffman, USN (Ret)** and wife have moved to a retirement community in LaJolla, California. The good Captain assures me it is not an "old folks home". Knowing Dick I am sure it isn't. He relayed that **CAPT Bill Green, USN (Ret)** has built a new home in Coronado.

**** OTMC Larry Holberton, USN (Ret)** resides in Sacramento, California. **CAPT Susie Jannuzzi, USN**

recently transferred from Hawaii to San Diego where she is the Commanding Officer, Naval Computer and Telecommunications Station. Tough duty stations! And I remember her as Ensign Susie French at Brawdy circa 1979. ****OTCM Frank Jones, USN (Ret)** retired in 1997 and now resides with his wife Kathy in Montrose, Colorado. Frank is working at a minimum-security prison and Kathy is a resident manager for Community Options. Their son Nicholas is married and works for the City of Fort Collins as an electrical lineman; daughter Erica is in her Junior year at the Univ. of Northern Colorado. **OTAC Jerry Juliana, USN (Ret)** and his wife Yukie have left Charleston, S.C. and are now in the WashDC area. Jerry has a new position located in Bethesda, MD. He is the Technical Training Coordinator for a national network of Pharmacists. I had the pleasure of having dinner with Jerry and Yukie during one of my business trips to Charleston.

Carolyn Knight is enjoying her new office space in the Washington Navy Yard (?), which resulted from NAVSEA's move from Crystal City, Virginia. **Ex-OT2 Sue Kriebel, USN** and **LCDR Buddy Kriebel, USN (Ret)** continue to reside in Virginia Beach, VA. Sue is pursuing a degree in Civil Engineering. Buddy is employed by Lockheed Martin as a Field Engineer/Technical Instructor supporting the SURTASS program. ****OTA1/STG1 Denise L'Allier-Pray, USN (Ret)** and husband Damien reside in Somerset, Wisconsin with their three children; Ashley, Jessica and Ryan. Denise received her college degree in 1997 and is currently a manager for Eastman Kodak. ****OTCM Richard Larson, USN (Ret)** is in Virginia Beach, VA after retiring in 1993. He is employed as a Master Claims Adjustor for Nationwide Insurance; once a Master Chief always a Master Chief! He and his wife Suzanne have been married for 31 years; daughter Nicole is in Virginia Beach and son, Kirk is in Manassas, VA. He asked that the following be included: "A special hello to all my shipmates from my first duty station in 1968, NAVFAC Guam. A few names you may recognize: STGSN Rick Matthews, STG2 Larry Wilcher, STG2 Chuck Lohmann, STG2 Terry Losey, STG2 Walt Jackson, ST1 Cliff Walz, STG2 Dave Henshaw. I was fortunate to have been stationed with Al Sweeten both in Guam and later at COSP, Hawaii. A little known fact: Al was the nephew of "Doc" Severinsen, the Tonight Show's former Bandleader."

****LCDR Lynn Mackovick, USN** is in San Diego serving on the staff of NCTS as Deputy Assistant Chief of Staff, N6. Lynn served at Naval Facilities Adak and Brawdy, 1990-1993 as OWO and Communications Officer respectively. **RADM Pete Marshall, USN (Ret)** and wife, Diane, have recently relocated to Norfolk, Virginia. Pete is currently employed by Parsons Brinckerhoff (PB), an Infrastructure Service Company. One of PB's programs is performing design / build projects for the telecommunications industry. In that capacity they are erecting Cable Landing Stations (T-Buildings) for Alcatel,

Tyco, Global Crossings, etc. While at the IUSS Project office Pete was in charge of the Navy's cable landing efforts.

****Dan Martin** and wife Joan reside in Waynesville, Ohio. They have 5 children. Dan runs 10 plants in the Northeast US for Manufacture Printing, Inc. He is also part owner in a Street Rod Manufacturing Shop. He raises and races horses as well as fishes and hunts to fill his spare hours. ****CAPT Edward Duncan McCarthy, USNR (Ret)** and wife Dudley (a native of Bermuda) have resided in New Orleans for the last 30 years. He was at Cape Hatteras 1956-58 as an OWO and OPSO. Bermuda 1958-60 as OPSO, XO, CO. He left active duty in 1960 to run the family newspaper but stayed in the Reserves. Since 1987 he has been the Security Officer for SUPSHIP, New Orleans. Duncan became aware of our Assn when he met **LCDR Rebecca Badders, USN**, now stationed in New Orleans, at a New Year's Day party. See, word-of-mouth does work!! **Karen & Billy Miller** remain in Cape Coral, Florida and write that both are pretty much back to normal after a tough couple of years. Karen is off her TB medicine and Billy is almost fully recovered from his bypass surgery. Both are active in their community; Billy is secretary/treasurer of the Cape Coral Republican Club, Karen is Corresponding Secretary for the Annual Orchid Show and Editor of the Society's Newsletter. Billy is also the co-chair of the Orchid show. He writes: "We've had a couple of rough years, but through the prayers and concern of many friends we have managed to get through it all. We are really saddened that many friends of our IUSS Community were not as fortunate. Heaven must be getting together one Great NAVFAC".

****CDR Lysa Olsen, USN (Ret)** resides in Lakeside, California. Lysa retired from the Navy on 01 April 2001 after 20-years of faithful service. Her last tour was at the Space & Naval Warfare Systems Command, San Diego where she served as the Lead for Fleet Battle Experiments. She remains in the San Diego area working for Ball Aerospace and Technologies Corporation (BATC) as the Deputy Operations Manager for the San Diego office. Lysa writes that her spare time will be spent remodeling an old home she shares with long time partner, Bob Keeper. She will also be placating her 3 dogs, 2 cats and a parrot. **CWO4 Mark Otto, USN (Ret)** has left the environs of Western Canada and has relocated in the Richmond-Petersburg, VA area. **** Ex-LT David Pederson, USNR** resides in Dawson, Minnesota. Dave was the Stores officer at NAVFAC San Nic '65-'66 and asst OPSO at Adak, '66-'68. He separated from active duty in 1970 and has been involved with the sales and service of trucks and related equipments ever since.

****Ex-OTA Tom Roberts** is in Reno, Nevada. His last system tour was at Adak, '88-'89. **** Ex-OTA2 Tom Rocha, USN** lives in Westlake Village, California. He had two tours at Keflavik, '81-'82/'85-'86, and Centerville Beach, '82-'84. He is now the Business Development

Manager-Western Division of Marker Scan Information Systems, a nationwide financial software company. He has additional residences in Alabama and Texas; which explains him being a Dallas Cowboy Season Ticket holder.

**** R. Bruce Rule** has a domicile in Annandale, VA. Bruce was stationed at Eleuthera, Fleet Sonar School and COSL, '59-'63 and has been the senior intel/acoustic analyst at STIC/NISC/ONI since that time. He and George Miller were the Navy's final authority on the validity of System contacts. Bruce officially retired from Government Service a few years ago but continues to work part time at ONI researching and writing a technical history of the System. **CNOMC(AW) Susan Sanson, USN** was selected as the CNO directed Command Master Chief for Naval District Washington and officially assumed that position on 20 February 2001. Congratulations Master Chief!! **** LCDR Danelle Sadoski, USN** lives in San Diego and is stationed at NCTS-SD. Danelle was at NAVFAC Centerville Beach, '89-'91 and CUSP, '91-'94.

Mike Scarborough provided some photos of NAVFAC Lewes, Delaware that he took on a recent trip. These are posted on the Assn website. **OTCM Fred Schwanz, USN (Ret)** writes that he has bought a 1937-vintage farmhouse in the Ozark Mountains between Springfield and Branson, MO. He has a couple of acres to play on and is near golf, hunting and fishing. ****LT Randy Scott, USN (Ret)** resides in Virginia Beach, VA. He currently sells, builds and/or rehabs real estate. He has three grown children and two grandchildren. He writes, "Life is great". ****Brian Shaw** lives in Chesapeake, VA with his wife Marilyn, son and daughter. He is employed by CACI, Inc. at the IOSC, Little Creek, VA as the Integrated Support Facility (ISF) Configuration Manager. **LCDR Marti Short, USN (Ret)** is in a new home north of Pensacola. She has 2.5 acres, 3 cats and 3 Siberian husky dogs and 2 horses. Daughter Megan, 17, is the real horsewoman. She is putting to use the jumping-lessons she learned while at Brawdy and competes locally and was the best in the Jumper Class last year. Marti plans to use the GI Bill and go back to school; field of study to be determined.

****OTA1 Greg Showalter, USN (Ret)** is in Haysville, Kansas. He received his Bachelor of Science degree in Computer Science and presently works for Xerox, Corp. ****OTAC/STGC Jacquie Smith, USNR** resides in Manassas, VA with her son Logan, age 3 while her husband, **OTA1/STG1 Scott Smith**, completed a 6-month deployment on the USS ARLEIGH BURKE (DDG51) to the Persian Gulf in May 2001. **** ST1/EN1 Jerry Toney, USN (Ret)** is located in Jacksonville, Florida. Jerry was at NAVFAC Ramey (1968-1970). He writes that he served with LT Tom Fort (Editor Note: anyone know of Tom's whereabouts?), Jerry Adcock, Ed Moody, John Ellis and Charlie Kohn. After numerous shipboard tours, conversion to EN1 and a tour in Vietnam Jerry retired in 1979. He worked in the Pearl Harbor Naval Shipyard, then moved to Jacksonville in 1984 where he worked for the Jacksonville

Electric Authority for 16 years. Jerry fully retired in January 2001 with his two dogs; a Dobie and a miniature long hair Dachshund.

****CDR John Tromba, USN (Ret)** resides in Alexandria, VA. John was the last Commanding Officer of NAVFAC Adak, '91-'93. **Ex-OT2 Bill Turner, USN** proudly writes, and justifiably so, that the entire Turner family received diplomas at June 2001 commencement exercises. Bill earned a Masters in Music Education, wife JoAnne earned a Masters in Physical Education, son Brian received his Bachelor of Music degree; all three from Ohio University, and son Mark graduated from High School. Needless to say, there was a big graduation party at the Turner home. Bill says the Masters diploma is a nice accomplishment, but doesn't compare to being an IUSS alumnus. CONGRATULATIONS TURNER FAMILY. BZ! **OTCM Bob VanAlstine, USN (Ret)** writes that he and Lin were saddened by the recent loss of such fine people from our community. Van said that his son, James is now an AMS2 stationed at NAF Atsugi, Japan with VFA-195 and deploys aboard the USS KITTY HAWK (CV 63). Their daughter, Deborah, is married and they have one grandson. **CDR Mark Wakeman, USN (Ret)** continues to reside and work in San Diego, California. He is in his 10th year with SAIC as Program Manager for the Undersea Surveillance Division support contract at the Systems Center as well as supporting the Advanced Deployable System program. ****Shelby & Lisa Womack** reside in Sumner, Texas. Their duty stations included: Adak, Bermuda, Argentina and Dam Neck.

Until next time!! **EKD**

THANK YOU

From Mrs. Al Sweeten

Dear Mr. Dalrymple, this is Vivienne Sweeten. As you are probably aware my husband Al died on Jan 5th after a fairly long illness. Over the months we had many letters of support from his old naval friends and since his death I have had many more. It has helped me over this last month to know how much people thought of him, how respected he was. He was a very special man who bore his illness with great courage. I would like, if possible through your newsletter, to thank everybody so much for their kindness and condolence. Allan was always a "Navy Man" who loved his time in the service and working with all of you out there. Thank you again for your support, God Bless. Vivienne Sweeten

DEMPSTER'S FUNERAL

*Submitted by
Frank Gambino*

Most of you could not attend so here are my observations and thoughts.

God gave Dempster a warmish day for his family, friends and colleagues to pay their last respects. And they did come. Many people, mostly in the senior citizen category, filled the Memorial Chapel at Ft. Meyer to partake of a service that was both sad and joyful. Sadness because many of us realized we knew an "original" who we'll perhaps see again at some unspecified time on the future, joyful because the references, sometimes direct, sometimes veiled, to Dempster's humorous proclivities, brought a smile to many face, and for me it was very hard making sure the laughter stayed internal. Charlie Johnson's reference to "cowpies" did me in, however, because so many of us took Dempster at his serious side, we never really enjoyed his, almost New York sense of humor and mischief.

Few people know that in addition to his naval career, Dempster also found time to undertake ecological research studies that would lead to his creating the Order of the Varnished Cowpie, our equivalent to the Order of Lenin. As a basic incompetent myself, I was never worthy of the award but I do know someone who actually received it. Those of you who know Stan Hicks will agree that he was a hard charging, innovative, well liked guy who upon leaving IUSS for greener pastures, was given a big sendoff. Stan was apparently thought of so highly by Dempster, as to be worthy of the award. Poor Stan. After receiving the usual armful of going-away souvenirs, he stood spellbound as Dempster, with the varnished cowpie plaque in one hand, the audience struggling to keep from going hysterical, launched into a heartfelt dissertation of praise to Stan on his achievements. Stan was bug-eyed in disbelief as Dempster enumerated his spectacular achievements, emphasizing each by gesturing with the plaque. When his speech was over and he handed Stan the plaque, then and only then came that big smile and that chortle laughter. Needless to say, Dempster thought enough about the person to put the effort into creating a plaque for him, Pity that the American Cattlemen's Association never got around to awarding Dempster an honorary PhD in something.

To the important point, the entire ceremony summed up the respect, admiration, and sometimes awe that so many people had for Dempster.

When it was over, we assembled to follow the caisson to Culumberium for the interment ceremony. The line of cars was endless and it was amazing to think that traffic was stopped for so long, and out of respect, not the sound of one horn. I think that long a procession really sent a message that this was someone special.

Despite the hard times that have befallen the military recently, nowhere was the Navy's professionalism better demonstrated than the ceremony at the gravesite. Many of these sailors weren't even alive when Dempster was serving his country yet you'd think they all knew him personally, simply from the precision and élan that they went about their duties. Dempster could sometime be a critiquer but on the flag folding ceremony, the only thing he could say would be "4.0. Well done." That team was phenomenal, in my opinion.

With the ceremony concluded we met at the Army-Navy Club for a brief reception. Many remembrances of Dempster were aired, old friendships were renewed, and yes, we're all getting older, but wiser. If you think of us as the bricks in a winning system, today we honored the mortar.