

1993 - 2011

IUSS / CAESAR

# The Cable



Official Newsletter of the IUSS CAESAR Alumni Association

## Alumni Association

NOVEMBER 2011

### DIRECTOR'S CORNER

*Jim Donovan*

Welcome to the November 2011 edition of *The Cable*. I trust you had a wonderful year. For Kathy and me it was a year of significant milestones. Kathy retired from the Navy in June after 29 years of honorable service to our nation; our daughter Kelly graduated from Old Dominion University in May and became engaged in August. An October 2012 wedding is planned. And finally, our 4th grandchild (Cameron Michael Donovan) is expected in early December. What a great Christmas gift! Life is good - *retirement even better!*

The Association, 667 strong, continues to grow with 57 new members since November 2010. Unfortunately, because they have dropped off of our radar and/or not responded to requests (e-mail and snail mail) for updates and dues, 64 members had to be dropped from our rolls. An additional 51 members are pending responses at publication time. Please check our membership listing on the IUSSCAA website or your new Member Directory to determine your membership status. Expiration dates are listed.

Dues for the IUSSCAA remain at \$10 per 2-year membership, per household. Members continue to receive this publication, an annual Member Directory and occasional "gee dunk". Last year we mailed each active member a 3-inch embroidered cloth patch and a 4-

inch reversible window decal depicting an IUSSCAA logo. Just last month we mailed each member a metal lapel pin with the same design. These mementos are not available for sale. Additionally, active members will receive a discounted ticket price for the IUSS 60th Anniversary reunion in September 2014. As I've mentioned in previous correspondence the 60th Anniversary celebrations will probably be held in Norfolk, VA.

The IUSS Caesar Alumni Association could not continue to exist for the past 18 years without the steadfast dedication of **Jack Holdzkom, Rick Matthews, Russ Lownie, and Ellis Sutter**. They spend hundreds of volunteer hours behind the scenes keeping track of our membership, ensuring dues are collected, maintaining our Website and ensuring these newsletters are published in a timely and professional manner. My hat is off to you, gentlemen!

Finally, thanks to everyone who provided articles and stories for this edition of *The Cable*. I trust you will find the newsletter excellent in every respect.

As always, Kathy joins me in wishing you and your families a safe and happy holiday season and wonderful New Year in 2012.

*All the best, Jim*

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# *Today's IUSS Leadership*

## Commander, Undersea Surveillance



**Commodore Charles Scott Rauch**

Captain Scott Rauch, a native of Lakeland, Florida, graduated from the United States Naval Academy in 1985 with a Bachelor of Science Degree in Mechanical Engineering. Following commissioning, he obtained his Master of Science Degree in Mechanical Engineering from the University of Maryland in December 1985 through the Voluntary Graduate Education Program. Upon completing nuclear propulsion and submarine schools, he reported aboard USS FINBACK (SSN 670) in July 1987, where he served in numerous division officer assignments until August 1990. During his tour, the ship completed a non-refueling overhaul and preparations for a Mediterranean deployment.

Captain Rauch then reported to the Fleet Operation Division (N33) on the staff of Commander in Chief, U.S. Atlantic Fleet, where he served as the Assistant, Cruiser-destroyer Scheduler before returning to the fleet as Engineer Officer in USS WEST VIRGINIA (SSBN 736) BLUE, from May 1993 to May 1996. During his tour, he completed five strategic deterrent patrols.

Captain Rauch next reported to the Submarine Officer Assignments Branch (PERS-42) of the Bureau of Naval Personnel, where he served as the Assistant Captain Detailer and Submarine Shore Placement Officer from May 1996 to May 1998. He served as Executive Officer in USS OKLAHOMA CITY (SSN 723) from August 1998 to September 2000, making deployments to the West Atlantic and the North Atlantic. He was then assigned to the staff of Commander in Chief, U.S. Atlantic Fleet, as the Assistant, Special Access Programs Division Branch Head from September 2000 until March 2002.

Captain Rauch served as Commanding Officer, USS MARYLAND (SSBN 738) GOLD, from January 2003 until September 2005, completing four strategic deterrent patrols. During his tour, MARYLAND received the Submarine Squadron Twenty Battle Efficiency "E" award for 2004 as well as several other unit awards. Following his command tour, he was assigned as the Director for Strategic Forces, Nuclear Weapons and Force Protection on the staff of Commander, Submarine Force until September 2007. He was last assigned as the Senior Member of the Tactical Readiness Evaluation Team on the staff of Commander, Submarine Force Atlantic.

Captain Rauch is authorized to wear the Legion of Merit, the Defense Meritorious Service Medal, the Meritorious Service Medal (two awards), Navy and Marine Corps Commendation Medal (four awards), the Navy and Marine Corps Achievement Medal (two awards), as well as various unit awards.

## Commanding Officer, Naval Ocean Processing Facility Whidbey Island



**Commander Jason A. Vogt**

Commander Vogt graduated from the United States Naval Academy in 1991. After attending the Surface Warfare Officer School in Newport, Rhode Island, he reported to USS THORN (DD 988) where he was assigned duties as Auxiliaries Officer and then First Lieutenant, followed by a tour aboard USS ANZIO (CG 68) as Fire Control Officer. He completed tours as Operations Officer aboard both USS HALYBURTON (FFG 40) and USS PHILIPPINE SEA (CG 58), where he participated in Operation Enduring Freedom by launching the first wave of Tomahawk Missiles into Afghanistan.

Commander Vogt served as Executive Officer aboard USS HAWES (FFG 53), and was then assigned to the big deck amphib USS KEARSARGE (LHD 3) as Operations Officer where he was involved in the coordination of humanitarian relief efforts following the 2007 cyclone strike on Bangladesh. His most recent sea tour was with Commander Destroyer Squadron TWO THREE as the Chief Staff Officer, participating in a Chief of Naval Operations manning initiative to test staff efficiency and capability in surface and subsurface warfare roles. During his time with the DESRON, he participated in Operation Iraqi Freedom performing as the Chief Staff Officer of Commander Task Group Iraqi Maritime aboard Al Basrah Oil Terminal supporting the defense of oil flow required to sustain the Iraqi economy, as well as being directly involved in the training and mentorship of the growing Iraqi Navy.

Shore tours for Commander Vogt include the Naval Postgraduate School in Monterey, California where he earned a Masters of Science degree in Physical Oceanography and an Undersea Warfare subspecialty code in 1999, and attending the Naval War College in Newport, Rhode Island, where he obtained a Masters degree in National Security and Strategic Studies and completed level I Joint Professional Military Education in 2004. After being designated an Anti-Submarine Warfare Specialty Career Path Officer, Commander Vogt served as the Director of Training at the U.S. Navy's Fleet Anti-Submarine Warfare Training Center in San Diego, California in 2008 and early 2009 until he returned to sea. CDR Vogt took over as Executive Officer at Naval Ocean Processing Facility, Whidbey Island in May 2010 and fleeted up to Commanding Officer in August 2011.

Commander Vogt has been awarded the Meritorious Service Medal (gold star for second award), the Navy-Marine Corps Commendation Medal (silver star for sixth award), and the Navy Achievement Medal, in addition to various campaign medals and ribbons. He is married to the former Carolyn Venske of Charleston SC, and they have four sons.

## **Commanding Officer, Naval Ocean Processing Facility Dam Neck**



**Commander Daniel McGuinness**

Commander McGuinness currently serves as Commanding Officer of the Naval Ocean Processing Facility, Dam Neck Virginia. A Native of Rockland County, New York, he entered the Navy in 1981 and attended Operations Specialist "A" School. During his first 8 years of service, he served in USS PATTERSON (FF-1061), USS BLANDY (DD 943), USS MCINERNEY (FFG 8), COMUSNAVEUR London, and USS WISCONSIN (BB 64) where he was selected to Chief Petty Officer. Upon the Decommissioning of WISCONSIN, he transferred to Fleet Combat Training Center, Atlantic where he served as Multi-Threat Team Training coordinator and Problem Control Supervisor and was selected for the Limited Duty Officer program and Commissioned as an Ensign on 1 November 1993.

His following tours were as Electronic Warfare Officer in USS CONSTELLATION (CV 64), FFG and DD Combat Systems Instructor at Fleet Combat Training Center, Pacific, CIC Officer in USS TARAWA (LHA 1), U.S. Naval Academy as Yard Patrol Craft Department Head and Harbormaster. He then was assigned to Commander, Undersea Surveillance as Plans and Exercises Officer, Operations Officer in USS WASP (LHD 1), Director of Operations for the Integrated Undersea Surveillance System at Commander, Undersea Surveillance and as Executive Officer, Naval Ocean Processing Facility, Dam Neck. Commander McGuinness has earned and is authorized to wear the Meritorious Service Medal, Navy Commendation Medal, Navy and Marine Corps Achievement Medal, Combat Action Ribbon and other service awards.

# Cold War Service Medal Act

- by Jim Donovan

January, 28 2011

The Honorable James Webb  
United States Senate  
Washington, D.C. 20510

Dear Senator Webb:

My purpose in writing is to request your continuing sponsorship of the Cold War Service Medal Act of 2009. It is my hope that the 112th Congress will finally push this most worthy legislation through to approval. I represent the more than 650 members of the Navy's Integrated Undersea Surveillance System (IUSS), CAESAR Alumni Association. As you know, the mission of the IUSS is to provide worldwide maritime surveillance and cueing from undersea sensors to warfare commanders and intelligence partners in support of Anti-Submarine Warfare (ASW) and Homeland Security/Defense (HLS/D). We have been providing this critical national resource since the early 1950s. I am sure you recall visiting NAVFAC Keflavik, Iceland in the mid-1980s. CDR John Curtis, the NAVFAC Commanding Officer and RADM Eric McVadon, Commander Fleet Air Keflavik provided classified briefings and tours of the facility. If any group of military professionals deserves special recognition for service during the Cold War it most certainly would include the men and women of the IUSS.

My understanding of the Cold War Service Medal Act of 2009 is that it would authorize the service chiefs to "issue the Cold War Service Medal to members of the Armed Forces who were discharged or released under honorable conditions after having: (1) served on active duty for at least 24 consecutive months during the Cold War (September 2, 1945, through December 26, 1991); (2) deployed outside the continental United States for at least 30 days during such period; or (3) performed other Cold War service as the Secretary of Defense may prescribe."

Senator Webb, knowing of your many current commitments and unrelenting support of active and retired military members and our families, I would very much appreciate your continuing support and sponsorship on this matter.

Very respectfully,  
Jim Donovan  
CAPT USN (Ret)  
Director, IUSS Caesar Alumni Association

*Response from Senator Webb follows:*

29 March, 2011

Dear CAPT Donovan:

Thank you for contacting my office regarding the Cold War Medal Service Act of 2009 (S. 2743). I appreciate your taking the time to share your views.

The Cold War Medal Service Act recognizes the courage and sacrifice of millions of Americans who served during the Cold War, a period that resulted in one of the greatest strategic victories in the history of the United States. This bill authorizes the Department of Defense to issue a Cold War Service Medal to any honorably discharged veteran who served on active duty for not less than two years or was deployed for 30 days or more during the period from September 2, 1945 to December 26, 1991. I am pleased to be an original co-sponsor of this legislation, and I will continue to work with my Senate colleagues towards its passage. It was introduced on November 5, 2009, and has been referred to the Senate Committee on Armed Services, where it is under review.

As the son of an Air Force officer, the father of a Marine, and a Marine combat veteran myself, I understand the sacrifices that our service members and their families make. I have worked on these issues throughout my life, and they continue to be one of my top priorities as a member of the Senate Committee on Armed Services.

As the 111th Congress continues to address issues related to our men and women in uniform, please be assured I will keep your views in mind. Your correspondence is helpful to me and my staff, and I hope you will continue to share your thoughts in the years ahead.

Thank you once again for contacting my office.

Sincerely,  
Jim Webb  
United States Senator (Virginia)

## ***PACFAST (Pacific Forward Area Support Team)***

**- by Jerry Juliana**



Reflecting on my 22+ year naval career, the tour of duty I remember most fondly is my three year assignment from 1978-1981 with TG 168.1, PACFAST (Pacific Forward Area Support Team) Pearl Harbor, Hawaii. PACFAST personnel were a diverse group, consisting of two civilians from NISC (Navy Intelligence Support Center) and a third civilian who was a NISC- certified acoustic analyst under contract to Summit Research Corporation. We had a USN Commander as the O-in-C and a LT as his XO. An STGCS was the command senior enlisted. There were two AW Chiefs, two AW1's, an OT1 (me), and an assortment of Photographer's Mates, Electronic Technicians, Intelligence Specialists, and a Yeoman. We all meshed together nicely, and it was about as tight a group as you could ever hope to work with.

Our primary tasking was taking a first look at all acoustic data collected by VP and surface ship acoustic intelligence gathering missions in the Pacific and Indian Oceans, and deciding what would be forwarded to NISC for further analysis. Our secondary mission was providing support for VP-4 Special Projects, a specially equipped P-3B aircraft based at NAS Barber's Point, HI. Several PACFAST personnel flew on every VP-4 mission. The assigned acoustic analyst would be either an AW or me. The other team members would consist of Photographer's Mates and Intelligence Specialists. The acoustic analyst would sit at sensor station 2, but instead of having an AQA-7V (which sensor station 1 utilized) he had a BQR-22, a passive sonar signal detection and analysis system used in submarines, and in my opinion one of the finest pieces of acoustic sensor equipment I ever worked with.

I was familiar with the P-3 Orion aircraft, having reported to PACFAST after completing a 30-month tour at TSC Kadena, Okinawa. During my years at PACFAST I accumulated hundreds of hours of flight time. Every set of TAD orders read like a travelogue, and every mission I flew was memorable. With NAS Barber's Point as the initial departure point we would fly to NAS Agana, Guam

or NAS Cubi Point, in the Philippines. From there we would fly to NAS Kadena, for missions in WESTPAC, or to NAS Misawa, Japan for missions over the Bering Sea or the Sea of Japan. On some missions we would depart Cubi Point en route to Diego Garcia in the Indian Ocean, sometimes with a stopover in Bangkok, Thailand. On one mission out of Diego Garcia we flew into Muscat, Oman, and stayed in a hotel that looked like a palace, while the surrounding countryside was all mud huts, sand, and camels. Another time we flew into a French air base in Djibouti, where wine was served with every meal and their toilet paper was much like our wax paper. In preparation for that flight, crew members who had been there before ensured that American toilet paper was part of our ready bag. Orders I received for one mission included Kenya and the Seychelles as intermediate destinations, but unfortunately the aircraft went mechanically hard down in Cubi Point. After three weeks of being grounded and no set repair date, I received word that my relief was on the way and I was to return to Hawaii. That was a major disappointment. Having grown up reading books about African safaris, visiting Kenya had long been a dream of mine. As luck would have it, the aircraft became operational several days after I returned to Hawaii, and the mission continued without me.

It was absolutely thrilling every time we found a submarine on the surface. I loved it! To have those lines on paper I'd been looking at for years personified by a dark, sleek, deadly looking war machine was a feeling impossible to describe. On a mission flying out of NAS Misawa, over the Bering Sea, we were searching for an India-class diesel submarine. It was a beautiful day and we found the sub on the surface, with many of its crew on deck enjoying the sunshine. One of our VP crew had the idea of attaching a green dye marker to the sonobuoy and dropping it near the sub to see what they would do. We also added several snacks, cokes, and magazines. We dropped the sonobuoy in proximity to the sub and watched as the India maneuvered to pick it up. The sub was



operating on top of the buoy, and the acoustic signature we were getting was fantastic! Some of the crew on the sub pulled the buoy onto the deck with the hydrophone staying operational. Up until the moment someone on the sub realized that the hydrophone may be "hot" and severed it from the buoy, we were recording conversation. According to the Russian Linguist who was with us the conversation mostly consisted of thinking we were pretty good Americans to drop treats for them.

Some missions originating out of Misawa, Japan involved flying perimeter patrols around the Sea of Japan. At some point on our CPA to the Soviet coast and Vladivostok we would be met by Soviet MiG fighter aircraft, which would politely escort us out of the area while painting our aircraft with their fire control radar. We always got the hint!

During August of 1980 we were flying out of Misawa when we received orders to relocate to Okinawa. A Soviet Echo-class nuclear submarine had suffered an on-board catastrophe and was heading slowly back to Vladivostok on the surface. We departed Misawa to search for the damaged sub and found her around 100 miles off the east coast of Okinawa. The entire aft portion of the sub had obviously suffered a horrific fire. There were several body bags laid out on deck with crewmembers standing watch over them. It was a sobering sight. Several Russian families were going to bury loved ones when the submarine made it back to port.

Another time we were flying out of Diego Garcia, searching for a Victor-class SSN that was in transient through the Indian Ocean. We found the Victor on the surface before it spotted us and dove. While flying in circles monitoring the sonobuoy pattern we had dropped we managed to fly smack into the middle of a Soviet task force. Our plane was lit up by the fire control radar on every ship! I didn't relax until we were safely down on the deck at Diego Garcia!

The three years of my PACFAST tour were a rough time for the VP community. On 17 April 1980 a P-3 struck a tram wire in Pago Pago and went down. For some reason the pilot decided he would fly under it, but caught the aircraft tail on the tram wire and went nose first into the ground. In June 1979 a P-3 departed Cubi Point early one morning, only to have to ditch after an engine failure and fire. My good friend OT1 Phil Shanley was assigned to Cubi Point TSC and manifested to be on that flight. By the grace of God, Phil couldn't make it and wasn't aboard when it went down. In October 1978 OT1 Gary Hemmer had only recently reported aboard TSC Adak and was taking his first flight on a P-3. While over the Northern Pacific the aircraft had a runaway engine and fire. The pilot declared an emergency and ordered the crew to prepare to ditch. He was exceptional, managing to land the plane on the turbulent ocean surface flat enough to keep it afloat for a few minutes, allowing all but one crew member to exit the sinking aircraft. According to some reports I heard, Gary was the last man out before it went

under. The AW who made sure Gary got out did not make it. The skipper, having climbed on top the fuselage over the exits in order to count heads and ensure his entire crew made it out, could not reach a raft after the plane sank and was lost. The remaining crew members, three which died while on the raft, were adrift 12 hours before being rescued by a Soviet trawler. Of the 15-man crew, ten were rescued. When the ship reached Petropavlovsk they were flown to a hospital, and after two weeks as guests of the Soviet Union they were flown to Japan. A book published in 2003, "Adak - The Rescue of Alfa Foxtrot 586", was written by a former Commanding Officer of VP-19, and details the events of this flight.

Not long after that I was on a mission that flew to Adak, and I had the opportunity to visit with Gary. It was obvious that the experience had been a life-changer for him. Not only was that Gary's first flight on a P-3, it was also his last!

Towards the end of my PACFAST tour, my last mission with VP-4 was a Pony Express Ops exercise, monitoring a Soviet missile shot from the Kamchatka Peninsula into the central Pacific. For that mission we staged to Midway Island. I had done a tour at NavFac Midway and it was interesting to see it again twelve years later. The NavFac had closed; all that was left was a huge antenna on the beach behind what used to be the Operations Building. The gooney birds were still there and just as entertaining as ever. The beaches were as pristine as I remembered, and bicycles were still the main mode of transportation around the island. From an operational standpoint the mission was a bust, but upon landing after a long flight I was met on the ramp with very good news. Word had been passed to Midway from the PACFAST CO that I had been selected for advancement to Chief Petty Officer. From that moment until I put on the hat I was never without my new CPO log book. My crewmates had helpfully attached a P-3 nose tie-down chain to my log book to ensure that I wouldn't lose it. I really appreciated that!

I had some great duty stations during my career including Keflavik, two tours at Adak, two tours at CNFJ, and being the first OT at TSC Kadena. I can honestly say that my PACFAST tour was truly the highlight of my career. The analysis equipment we used was the newest and most state-of-the art equipment available at the time. Every man I worked with was an expert in his field and a true professional. The friendships I made then are friendships that remain active today. I don't know where I found the time to do so, but I also attended off-duty classes and earned a BS in Business Administration degree through Hawaii Pacific University.

After retiring from the Navy at the end of 1986 I was hired by Summit Research Corporation, and upon earning NISC Acoustic Analyst certification I returned to PACFAST as the civilian contractor acoustic analyst. It was like coming home!

## A Facebook (FB) Ode to the OTA

- by Jay Stanley

I think it's great that we now have a unique social media outlet to enable us to regain contact with old friends (and sometimes even make initial contact with a new one). Granted, some of these friends continue to fade in and out, but just like traditional relationships, things tend to shift up and down. I'm just happy to be able to cross-over now and then.

Though I know I shouldn't, I'm still tempted to delve into the deep sound channel of religion and politics and some of my acquaintances go off like a foghorn. But not to worry, in the final post-analysis some of those relationships prove to be invalid anyway and I end up downgrading them and sometimes deleting them from the database entirely. I'm also sometimes surprised to see a downgraded relationship re-evaluated and even upgraded when a new signature develops. These days, however, I don't depend on any higher echelon authority for the final evaluation (the local "in-theatre" one will do). Sometimes you just have to integrate with one eye to separate the different traits. I remain leery of quality assurance attempts, even my own, since I realize hindsight is 20/20, and those passing final judgment seem to have so much more time on their hands to decide (the bastards).

When things go right I create a lot of harmonic relationships and occasionally some classic signature friendships. Lately, real world events seem to be bringing out a lot of broadband interference. I have learned over the years, though, that what we used to classify as meaningless background noise ended up leading us to new and even higher confidence classifications. I still wish, however, that some people would resist the temptation to FLASH everything on Facebook. Even to the unqualified apprentice it seems apparent that some of these should never have been reported in the first place. You can only use the excuse of trying to support mobile force media so many times - before everybody is just convinced you're crying wolf. Even when I'm only casually walking the beams through Facebook I realize I'm not seeing a real signal but some kind of artificially generated spam - some "day-bagger" who just wants to run a drill! Whenever I get really tired and despondent, I'm content to just update my status with a quick morning brief, and off to take my 80 (on rare occasions even a 96!).

Living in a different time zone, I'm used to getting messages that arrive at all hours, as in the "format of rain" (you'll have to think about that one), but some of these arrive at such strange hours, somebody must be on a mid-watch. Some are also so full of errors they must have burned a swing-back as well! Neither a spell-check nor check-sum could save them...

I continue to search for new Facebook contacts now and then. Some are easy to find since they're old type I's (loud, strong, and unstable). Others are younger, quieter, and harder to detect. I've had to resort to vernier or even super-vernier to dig them out of the background noise (no SSSSV for me - that's just showing off).

I hope this took some of you on a nice trip down a well-trodden lane and hope to hear from y'all again soon, here on Facebook.

## Official NAVFAC Keflavik Closure Message - Jim Donovan (written mostly by Denny Harrington)

ADMINISTRATIVE MESSAGE

ROUTINE

R 300910Z SEP 96 ZYB

FM NAVFAC KEFLAVIK IC//00//

TO COMUNDERSEASURV DAM NECK  
VA//00/01/N3//

INFO CNO WASHINGTON DC (Note: And many others)

UNCLAS //N03100//

MSGID GENADMIN/NAVFAC KEFLAVIK IC//

SUBJ/NAVFAC KEFLAVIK CEASE OPERATIONS//

RMKS./1. AT 300900Z, ACTUATORS WERE STOPPED AND THE CABLE WAS POWERED DOWN AT THE OLDEST AND FINEST NAVAL FACILITY IN THE HISTORY OF THE SOUND SURVEILLANCE SYSTEM (SOSUS) AND THE INTEGRATED UNDERSEA SURVEILLANCE SYSTEM (IUSS).

2. FOR 30 YEARS, 6 MONTHS AND 29 DAYS, NAVFAC KEFLAVIK PROUDLY STOOD AT THE FOREFRONT OF OUR NATION'S DEFENSE, LEADING THE PACK IN ANTISUBMARINE WARFARE AND UNDERSEA ACOUSTIC INTELLIGENCE GATHERING. WITH 16 COMMANDING OFFICERS AT THE HELM, SOME 200 OFFICERS AND 3700 CREW SILENTLY PERFORMED THE NAVFAC'S MISSION WITH TREMENDOUS PRIDE, PROFESSIONALISM, AND "ESPRIT DE CORPS" THAT IS, PERHAPS, COMMON ONLY TO NAVFAC KEFLAVIK.

3. WE WILL NEVER FORGET: ENDLESS RIDES ON THE NAVFAC BUS ... THE LOX PLANT ... S-CURVES ON NAVFAC ROAD ... WHITE OUTS ... SPRING OPS ... HALL PARTIES AT BARRACKS 748 ... THE TOP OF THE ROCK ... THE BRASS NUT ... CHOW TRAYS, SLIDERS, BANANA PIZZA ... 11S BEAMS 8 AND 9. BUT PRIMARILY - THE TRULY UNIQUE EXPERIENCE OF SERVING WITH THE FINEST PROFESSIONALS, IN THE MOST DEMANDING WORK ENVIRONMENT, IN THE ASW CAPITAL OF THE WORLD.

4. THE FINAL PAPER CHANGE (OF 44,288) HAS BEEN ACCOMPLISHED, BUT NOT DOCUMENTED. WE STAND PROUD AT THE END OF THIS ERA, THE LAST OF 22 ASW WARRIORS KNOWN SIMPLY AS "NAVFAC". LCDR J.M. DONOVAN, COMMANDING OFFICER SENDS.//  
BT



# Hurricane Betsy 1965

- by George Widenor

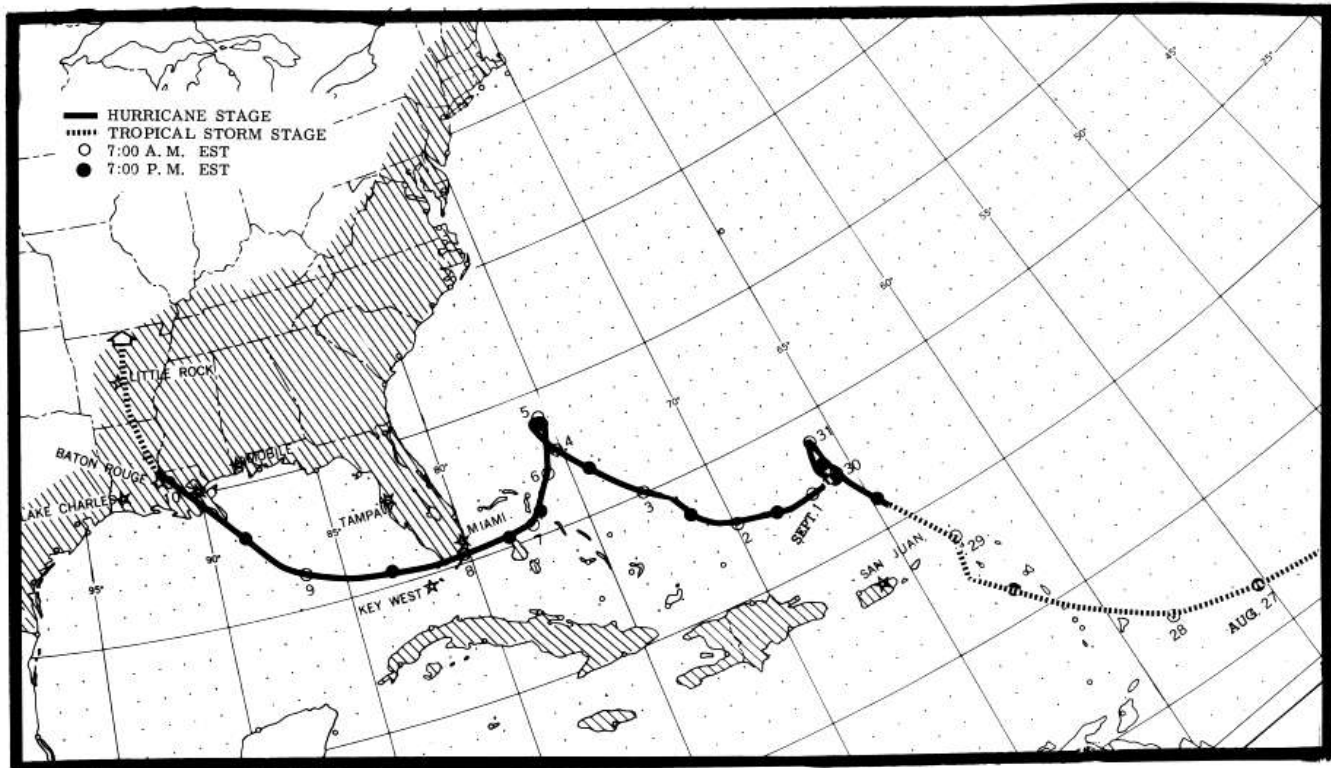
## U.S. Naval Facility Eleuthera, Bahamas (1965) (from notes recorded by ST1 George Widenor)

- 8/31 Hurricane Betsy 600 NM east of Eleuthera and not moving. Wind velocity 60 MPH
- 9/1 Noon: Betsy is 490 NM away and tracking toward Eleuthera at 9 knots. Wind velocity 90 MPH
- 9/1 Evening: Betsy 450 NM away, still tracking at 9 knots.
- 9/2 Morning: Betsy 400 NM away tracking at 9 knots. Wind Velocity 100 MPH. Slight northward turn. All hands assembled in the base theater to receive instructions from LT Redgate (XO) on procedures if Hurricane Condition 2-A were set. All personnel living off base would be required to return to base to make preparations. A shelter for families would be established in the base theater. Personnel with families off-base would be permitted to return to their families if they decided to ride out the storm off base.
- 9/2 Noon: Betsy 310 NM away, wind velocity 115 knots. Base Hurricane Condition 2-B set
- 9/2 Early evening: Betsy 270 miles away, turning more westerly toward Eleuthera. Wind velocity 125 MPH
- 9/2 Late evening: Betsy 260 miles away, wind velocity 150 MPH
- 9/3 Morning: Betsy 180 miles away, wind velocity 150 MPH, tracking westerly at 10 knots
- 9/3 Noon: Betsy 140 miles away and suddenly turned northward – will miss Eleuthera.
- 9/3 Evening: Betsy is tracking north, opening range. South Carolina coastal areas alerted
- 9/4 Betsy continues to track to the north
- 9/5 During the day, Betsy stopped 250 NM north of Eleuthera and began tracking south at 10 knots. A “blocking high” over the Eastern U.S. forced the hurricane to track to the southwest towards the Bahamas. By evening the storm was 140 NM away.
- 9/6 Hurricane Condition 2-A was set at 0215, and the decision was made to open the base theater (shelter) for off-base personnel and their families. Drivers were sent both north and south to alert families (no off-base phones existed in 1965). Some quickly formed working parties set out to secure all loose items on the base.
- 9/6 0630: The galley opens to serve breakfast to families already on base. Winds now gusting to 55 MPH. The walk across the street is difficult.
- 9/6 1200: All families seeking shelter on base were either in the base theater (enlisted) or BOQ (officer). Lunch was delivered to the theater, consisting of Spam and cheese sandwiches, hot soup and choice of beverage. With Betsy now just off the northern tip of Eleuthera, winds are gusting to 100 MPH. A tree near the Admin building has been uprooted.
- 9/6 1400: Winds shatter the entry doors to the theater entry foyer. Public Works covers the opening with plywood braced against the opposite foyer wall.
- 9/6 1500: Base power is lost. Betsy 50 miles away to the north and continuing to track south. Outer band gusts recorded at the Pan Am base are 110 MPH. Dinner served – same as lunch

- 9/6 1630: The roof begins to peel off of the base theater. As a corner of the roof and ceiling lifts off the walls, howling winds and rain swirl into the theater. Ceiling tiles are falling onto the mattresses that line the floor. The decision is made to evacuate all personnel to the BOQ. An officer made his way from the BOQ with a rope tied around his waist, and a rope line was tied off connecting the buildings. Each man was directed to take a woman and child with him, to form a human chain, and to cling to the rope along the way. The distance between the buildings was approximately 250 feet. Panic, screaming, and crying drowned out the sound of howling winds and structural damage. Above all the chaos came the voice of STC Charles Oliver Bishop. He immediately took charge and demanded calm. He told everyone that they would all be OK, but they must calm down and follow instructions. With the wind at their backs, everyone would eventually arrive safely at the BOQ, although many did not use the rope line.
- 9/6 1700: Evacuation to the BOQ underway. Panels of corrugated metal are flipping through the air like postage stamps. Those panels were part of a Public Works storage shed. Palm trees are lying parallel to the ground. Many trees uprooted. Rain, dirt, sand and debris are all driving sideways. Some men make more than one trip between the theater and BOQ. Lots of essential items, especially for infants, had to be left behind. STC Bishop made six trips back and forth, ensuring that all personnel were safe, and retrieving many essential items.
- 9/6 1800: All personnel and dependents safe in the BOQ. Betsy 35 NM to the north of the base and stationary. Wind velocity 140 MPH, gusts higher. Pan Am weather station measuring instruments stopped functioning at a wind velocity of 140 MPH.
- 9/7 Midnight: Everyone is wet and scared. People are all over the floor trying to find a comfortable spot. The battle lanterns are being used one at a time to preserve batteries, so there is only dim light. There is nothing to eat. Food cannot be brought over from the galley. Betsy continues to be stationary with sustained winds at 140 MPH with higher gusts. A battery operated radio on the BOQ bar is tuned to Nassau for updates. The sound of wind gusts slamming into the aluminum window louvers ensures that there will be no sleep tonight. There were thoughts that if the eye passed over the base, resulting in a reverse wind direction, the BOQ may not survive. The "L" shaped BOQ was receiving winds toward the "outside of the "L". Thoughts of evacuating to the T Building were dismissed, because it was too far away, with no safe way to get there. The BOQ would have to do.
- 9/7 0500: Betsy has begun tracking slowly off to the west towards Nassau. The good news is that the wind direction will not reverse.
- 9/7 0800: Wind gusts less than 100 MPH.
- 9/7 1200: Winds have diminished enough to be permit duty section members to get outside and survey the damage. Damage to the base is serious. Every building on base sustained some amount of roof and window damage. Fallen trees, limbs and miscellaneous debris cover the landscape. Many power lines are down. The galley has a large hole where sections of louvered windows had been blown out. Pieces of the Public Works warehouse are scattered across the base.
- 9/7 Afternoon: Winds calm, weather has cleared. Dependents ordered to remain on base another night. Better (more organized) sleeping arrangements at the BOQ. Items left behind at the base theater have been brought to the BOQ. The galley has delivered food to the BOQ. Everyone is in high spirits.
- 9/8 Aftermath: Dependents returning home to discover how their homes made it through the storm. Off-base damage was severe. The NavFac beach house is gone. B.J.'s bar is wrecked. All boats in Hatchett Bay are sunk or destroyed. The road through Governor's Harbor along the seawall is completely washed away. The island is without power. Power would be restored permanently approximately ten days later.

# HURRICANE *Betsy* Track

## Aug. 27 – Sept. 12, 1965



Hurricane Betsy was a Category 4 hurricane of the 1965 Atlantic hurricane season which caused enormous damage in the Bahamas, Florida, and Louisiana. Betsy made its most intense landfall near the mouth of the Mississippi River, causing significant flooding of the waters of Lake Pontchartrain into New Orleans. As it was mistakenly known as the first hurricane to cause over a billion dollars in damage (1965 dollars, not adjusted for inflation), it earned the nickname "Billion-Dollar Betsy".

Betsy formed east of Daytona Beach, Florida, and seemed to be on its way to hit the Carolinas, it turned back toward the southwest (making a second complete loop), passing over the Bahamas where winds on Great Abaco Island reached 147 mph (237 km/h). Betsy travelled just north of Nassau, the biggest city in the Bahamas, where it stalled for about three hours, allowing its winds to pound the city.

On September 7, Betsy continued moving toward the southwest toward extreme southern Florida. It passed over Key Largo at the eastern end of the Florida Keys on September 8, and then continued west along the Keys, as a Category 3 hurricane. Hurricane-force winds were experienced in the Miami area for roughly twelve hours. At its landfall on Key Largo, Betsy had an exceptionally large eye (40 miles (65 km) in diameter).

After crossing Florida Bay and entering the Gulf of Mexico, Betsy restrengthened, growing into a Category 4 storm with winds up to 155 mph (250 km/h), only one mile per hour short of qualifying for Category 5 status. It continued northwestward, moving into Barataria Bay on the evening of September 9. It made its second U.S. landfall at Grand Isle, Louisiana, just west of the mouth of the Mississippi River, where it destroyed almost every building. At the time of landfall in Louisiana, Betsy was a strong Category 3 storm. The storm travelled upriver, causing the Mississippi at New Orleans to rise by 10 feet (3 m).

# Finding Mysterious BIG Game on Little Nantucket Island in 1960

*by Lou Haskins*

Nantucket in those days was an unspoiled paradise for those who liked the outdoors. Although a popular tourist destination, it was not overwhelmed during the summer, and most tourists frequented the picturesque inns, town and the popular beaches. Being an SO2, married and without money, my interests were exploring the island with family and fishing. Surf fishing for striped bass was in vogue, and in those days, a surf rod looked like a giant freshwater bait-casting rig, with a ten-foot pole and a big open-face reel that had to be thumbed to prevent backlash when casting. The hardwood handle alone was 2 feet long.

One day, I had stopped to surf fish on the way to an eve watch. I was using an artificial plug called a white atom, about 8 inches long. I had no luck, so continued toward the site. I decided to try this giant rig in a little freshwater pond that was on the way, hoping to break the world record of 9 pounds for a pickerel. Those of us who liked to fish, discovered the ponds and lakes were practically virgin territory, ignored by nearly everyone. I soon discovered they were full of huge pickerel and yellow perch eager to be caught! Most people considered them trash fish, but I had a blast catching many pickerel as big as 5 pounds, maybe even bigger! This was unheard of on the Massachusetts mainland where I grew up.

So, with my giant outsized surf rig in hand, I made my way to the edge of the little pond.

I was still wearing my waders from the surf fishing effort. I was in water maybe knee deep, feeling my way, negotiating slippery rocks on the bottom. I stepped forward to another rock. IT MOVED! Whoa! More than startled, I scrambled back, trying to keep my balance and did a pratfall right on top of IT! Try to picture a guy thrashing around on his butt, waders filling with water, desperately trying to escape this creature under him! Would have made a great YouTube clip!

I had a death grip on my surf rod and started frantically poking away with it at whatever was under my legs. Suddenly, a vise-like grip locked the handle of my rod in place!

Struggling, I managed to stand up with about 20 gallons of cold water inside my waders. Some THING had my rod handle. With both hands on the reel, I began to pull. A huge head, the size of a football, emerged from the water looking right at me! Holy cow! It's a giant snapping turtle. It was enormous! I had been around freshwater all my life, had seen snapping turtles, but never anything like this!!!

One thing about this kind of turtle, once it bites down on something, it won't let go until it's ready. So, now, weighing about 300 pounds (with water in waders), I dragged the turtle and myself to the shore. Keeping an eye on my new friend and my rod still in his mouth, I managed to get out of the waders. Hmmmm, I needed to get to the base for watch, but the snapper wouldn't let go of my rod. I carefully detached the handle from the rod and carried handle and turtle to my car. I stuffed it in the trunk, which was in the front, because it happened to be a Corvair (Unsafe at ANY Speed, according to Ralph Nader). This creature was so big, it would barely fit.

By now, I'd calmed down and thought this would be great to show the guys. I got to the base and told everyone my fish tale. Everyone wanted to see the turtle. Keep in mind, in those days a NavFac, as I mentioned in an earlier article, was nothing like the regular Navy! So, I carried the turtle, still clamping the rod handle, into the display room for everyone to get a good look. Amazing! I wanted the rest of the oncoming watch to see it, so I decided to put the turtle in the deep sink. It would barely fit; so big, its legs were confined, so it couldn't get out. I filled the sink with water. That must have made it feel more secure, because it let go of the rod handle.

One of the oncoming watch was ET1 Gonzalez. Naturally, everyone called him Speedy. We knew he was a city boy, Brooklyn born and bred. He wanted no part of anything to do with nature. We all watched expectantly as he headed for the deep sink to wash out his coffee cup. First he looked at it, not comprehending what was in the sink looking back at him. Then, he blanched, and made a choking gasp. Remember the saying white as a sheet? This was followed by an ear-piercing scream that filled the entire building! Speedy lived up to his nickname. We never saw anyone move so fast! He tore out of that building and we didn't see him again the rest of the watch. We all thought this was great fun, but Speedy, not so much!

What happened to the turtle? I told a local. He said they would love to have it for turtle soup. Score: Locals-1 Turtles-0!



## *Short Quips from Members*

### **Contact Dead Ahead!**

- by *Peter Stroux*

Some surprises are not necessarily bad. While doing some acoustic survey work several hundred miles off the coast of Labrador in the summer of 1966, USS Neptune (ARC 2) encountered a radar contact at some 10 miles, dead ahead. Because it was too small to identify visually, I decided to investigate since it was on our prescribed track anyhow. At five miles, dead ahead, it still presented a small but unidentifiable target. We speculated that it might be a submarine periscope and, for security reasons, (we did not want any hostile powers to be aware of what we were doing even if that was benign and not actually laying cable) thought it best to investigate. I put a boat in the water and sent a "hunting party" to check it out. The mystery was soon solved, for the object was an expended sonobuoy, probably dropped by a P-3 of the same squadron out of Argentia that we had been working with. It had failed to sink after it had done its job. We salvaged it for a souvenir. Happy Hunting! - CDR Peter M. Stroux, USN (Ret) former skipper of Neptune (1965-67)

### **Tales from Point Sur**

- by *Rick Kaiser*

This is an oldie, but a goodie. Once upon a time, seems like another lifetime, I was the Research Division Officer at NAVFAC Pt. Sur (April 1974 - August 1975). A few months before I arrived (transferred from NAVFAC SNI), Patty Hearst, heir to the Hearst publishing fortune, was kidnapped in San Francisco by members of the Symbionese Liberation Army (SLA). Around the time I was checking in at the base, the SLA, accompanied by a gun-toting Patty Hearst, robbed a bank in the bay area and the manhunt was on. In May, there was a big shootout in Los Angeles and several members of the SLA were killed. The remainder of the group went underground with occasional sightings here and there.

Now, what does all that have to do with NACFAC Pt. Sur, you may ask? As the Research Division

Officer I would catch CDO duty every eight to ten days. One duty night about 7:00 pm I got a call from the OPS Officer (LT Bob Stanley if I recall), informing me that the SLA was sighted in San Luis Obispo heading north on Highway 1 and that I should be prepared. After I hung up, I thought to myself that he has to be kidding. On the other hand, if he was serious, exactly what should I be prepared for? Was the SLA going to attack the base? As I pondered what to do, I got another call from the CO (LCDR Ed Dalrymple) repeating what Mr. Stanley had relayed. He told me not to make a big deal of it, but to go down to the T-Building and ensure the OWO knew the procedure for opening the weapons locker. Now, our weapons locker consisted of five 1909 Colt 45's, five M-14s, and three pump-action shotguns. Not bad for repelling boarders. However, most of the base personnel probably hadn't fired a weapon since basic training. Still, I followed through and talked to the OWO (whom I won't name). I reviewed the procedure reminding him that the key to the locker was locked in the OWO safe behind his desk. I also ensured he knew the combination. I emphasized that he was not to take any action unless directed and that the whole purpose of the visit was to ensure he knew how to access the weapons.

Later that night while making my rounds of the base, I encountered a couple of watch team members heading back to the T-Building with rations for the mid-watch. We exchanged salutes and I was about to continue on my way when they stopped me and asked if I could come down to the T-Building. I asked if there was an "operational TO." They replied in the negative but asked if I could come down and talk to Mr. XXX (the OWO) because he was "playing with the guns" and it was making the watch team very nervous. Upon my arrival in the Display Room I found he had emptied the weapons locker and the five 45's were on his desk complete with loaded magazines. I asked him to step outside where I inquired if he misunderstood my directions or was just an idiot. I stayed long enough to ensure the weapons were unloaded and safely stowed back in the locker. With a word of thanks from the Watch Supervisor I



headed back outside thinking God help us if we were attacked. Needless to say the SLA attack never materialized and they were captured sometime in early 1975. More than 35 years later, I can still point to that evening as my most memorable night as CDO. - Richard Kaiser, LTjg USNR

## **Construction of NAVFAC San Nicolas Island**

*- by Bob Kneidler*

When John Lindbergh and I were scouting out the inshore cable route to Station Uncle (San Nicolas) and Jon brought abalone and lobster ashore for a gunny sack ride from Point Magu to my house in Alameda, I never thought I would someday be 85 years old, writing to you, to celebrate the success of IUSS/CAESAR. To assure our construction schedule, I even helped the brick and mortar contractor get construction workers released from the Oxnard area jail to work on the unclassified part of the work.

LCDR Bert (H.B.) Wilder Jr. and I received highly classified letters (messages) of commendation from CinC Pac Fleet for bringing station Uncle in, on schedule, budget and with technical goals achieved. Unfortunately, for security reasons, only a date-time-group reference ended up in our personnel jackets (SIC TRANSIT GLORIA).

CPF did not change as much as a comma in the security instruction and the oceanographic cover story we wrote for him to publish. We were proud that we peasants had written a CPF instruction.

There is no doubt Joe Kelly kept the project's wheels greased and fetched the resources, but the west coast stations would not have been constructed as well without the small west coast CAESAR staff using seamless help from OPNAV, HYDRO, C&GS, the cable ships and the Supply Corps which never asked "Why?" but only "When?" and "How much? WECO did their part well with the hardware.

## **Early Days at NAVFAC Barbados**

*- by John Fisher*

They say smells can evoke more powerful memories than our other senses. That may be true or not, but I have never forgotten that first rush of warm, tropical air as we got off the long flight to Barbados in 1965. I don't remember specific sights or sounds from that night, but I certainly can vividly recall that smell. I was reporting to NAVFAC Barbados with a new job, a new wife, and a new baby. We had just finished training at Key West behind the famous 'Green Door', but I was an ET rather than ST. I don't see much on the Association website about the maintenance folks, but we went to Key West as well.

We had been on leave in New England, so our flight to Barbados had originated in New York. That really is a long flight, especially for our little girl who was then less than a year old. She would later celebrate her first birthday at North Point Surf Resort. Remember that place! We were met at the airport by our sponsors, a couple from the Electronics Maintenance Division. They were a fun couple, but had no kids and that probably had a lot to do with what would be a really notable first night in Barbados. Richard and Pat loaded all our bags and us into a really remarkable looking old English car of some unknown vintage and roared up very narrow, very dark roads to a large estate on the beach near what I would later learn was Speightstown. It was a very large, what I would call a mansion with many high-ceiling rooms and a high enclosed fence and palm trees in a sandy yard.

They promptly abandoned us there after Rich told me he would pick me up in the morning to report in at the base. There was a large old-fashioned refrigerator in the kitchen, but there was nothing in it. We had no food at all, and especially no milk for the baby. I had no car, and I hadn't seen any stores on our way in, so I started walking down the dark road looking for a 7/11 or somewhere similar where I could find some milk. The only activity I could see was what I would later learn was the local 'Rum Shack'. They not only didn't have any milk, I don't think they even had a refrigerator in the place. I did notice that you provided your own glass or container when you bought a drink. I passed on the drink and returned to the mansion. I

found my wife and new baby blissfully sound asleep under mosquito netting.

In the morning we found ourselves in a beautiful seaside villa for our temporary housing, and we were awakened by a wonderful young woman who informed us she was our maid and that we had a 'man' as well who went with the house! The maid's name was Marva and she quickly took over care of our daughter and somehow produced milk and breakfast. Rich promptly showed up, and I was off to the base to begin our two-year tour in beautiful Barbados.

## **The Origins of IUSS**

*-by Bill Manthorpe*

CAPT Bill Manthorpe, USN (Ret) has created a website outlining a detailed history of the Cape Henlopen, DE base (NAVFAC Lewes). The information is too lengthy to publish here in a newsletter. Those with an interest in what the Navy had on the Cape from 1898 to 1996 can visit his website at [www.navyatcapehenlopen.info](http://www.navyatcapehenlopen.info). Here is a short excerpt from his work: "As the Cold War began, the difficult and costly World War II anti-submarine "Battle of the Atlantic" to secure and sustain the sea lines of supply to the Allies in Europe was still fresh in the minds of Navy strategists and operators. And, with Soviet ground forces facing NATO forces along the Iron Curtain, and the Soviet Navy beginning to build a large modern submarine force, it was beginning to appear that, if the Cold War turned hot, a similar confrontation could again occur in the Atlantic. Clearly, the Navy needed a better open-ocean convoy-protection anti-submarine warfare (ASW) capability. The answer, according to a high-level, academic-industrial committee sponsored by the Navy, was "...a high performance, specialized, single-purpose equipment, in particular low frequency directional listening arrays". The group described "...a system for very narrow band

reception at low signal frequency which may extend substantially the listening range of passive sonar..." and recommended that "The Navy should increase the amount of work being done...on the propagation of low frequency underwater sounds..." The story of one of those early NavFacs offers an opportunity for "old timers" to recall the "good old days" and for recent technologists and operators to get a glimpse at the technology, operations and life of those acoustic pioneers."

## **Lunch with Dempster Jackson**

*-by Bruce P. Bogert*

I'll pass along to you a little "sea story" dating from 1977. I was working on the program at Bell Labs, Whippany, NJ and Capt. Dempster Jackson was visiting us there. At a large lunch in a nearby restaurant I was seated next to the Captain, not because of my importance to the program, but because I had been doing a lot of sailing along the coast of Norway and I might provide some amusing luncheon conversation. Among other things, I mentioned that going north, we were overtaken by the King's ship Norge [at 1600 local time, 13 June, 65-08 N, 11-51 E, CPA perhaps 1/4 mi.]. My wife later wrote in our log "Were overtaken by a large white pleasure yacht. The "NORGE". A man in blue on the top deck saluted Bruce – the King?" I had gone aft to dip our ensign, but I saw no crew members going aft on the Norge, so I stood at attention and saluted. My recollection of Capt. Jackson's response to this story is that I was egregiously wrong in not dipping our ensign, whether or not their crew was aft. End of our conversation. Editor's Note: CAPT Dempster Jackson, USN went on to be selected for Rear Admiral and moved to double-hatted billet as PM-4 and OP-951 which included IUSS sponsorship role in OPNAV.

# ***“OUR BOOK” Excerpts***

by Ed Smock

## **Circa 1958 - How the NavFac at Centerville became known as Centerville Beach**

By mistake! The "Beach" in Pacific Beach, WA was mistakenly transposed in Washington, D.C. and added to Centerville, in California. The name was never revised because it would have required a change in SecNav's "Brick Bat" 03 approval for the establishment of the Facility.

Some might be unaware that the titled words "Brick Bat" were a term used to indicate the Navy's relative priority system. The 03 indicated Project CAESAR was the third highest priority in the Navy at that time. The POLARIS project held the number 02 position. I never learned, or wasn't cleared to know, which program held the 01 position, though I suspect it might have been the U2 program or the "hit a bullet with a bullet" anti-missile study which is still being implemented today. (Taken from notes of Robert L. Kneedler, Brick Bat 03, Project CAESAR 11 Pacific – Ed Smock)

## **Spring 1967 – NavFac San Nicolas Island - Cable Location - "Before you dig..."**

We were in the planning stage of having the SeaBees build a training building alongside the T-Bldg. The exact route of the cable (near and around the building) was unknown. We knew where it was near the water as that was rather obvious. The problem was we did not have charts showing where we could dig or not dig, close to the building, and WECO was unable to help. We were out of options short of digging at random, so we hired a "cable-finding expert."

Soon he appeared at the airstrip and proceeded to the NavFac. We asked him if he needed help with his equipment. He replied, "Nope, ain't got none." We thought - "he will be a big help". When we got to the site he asked for two wire coat hangers. He opened the hangers and made each into an L-shape. He picked up six or seven small stones and walked back and forth around the building and on toward the water, dropping a

stone here and there as he went. In a matter of 5-10 minutes he had plotted the cable route and advised us to dig "there, - not there", etc.

He won many a beer that evening at the club, betting he could find small metal items placed under white hats, etc. He made all of us "believers." (STCS Ed Smock, San Nic)

## **1968 – COMOCEANSYSPAC "invades" San Francisco's Candlestick Park land fill**

One day, as luck would have it, one of the sailors was in the process of gathering the trash (non-burn bag type) from LCDR James P. Redgate's office. By chance he happened to pick up a bag that was slated for the "acid pit" (we used an acid pit for destruction of classified material). The bag was full of "hot-classified" trash. When a panicked LCDR Redgate saw that the bag was gone - all heck broke loose!

Get a good picture of this: The sailor said he had put the bag in the "Dempsey-dumpster" (yes, the one in front of the entrance door). An alert went out - the dumpster had just been emptied - call the trash company, get the route of the truck. A four-man detail, one officer and three enlisted (including me), was formed to follow the route and try to catch up with the truck. All over Treasure Island we went - then down the highway - through San Francisco - continuing to the land fill, where we started searching around in the trash - dodging the trucks, sea gulls, bulldozers, etc., but to no avail. We even went to the trash company's office to try and figure out a more precise spot in the dump to look. No luck - returned to base and a hot shower. Required "possible compromise" messages were submitted.

Post script: LCDR Redgate got orders to NavFac Guam as CO when it was commissioned (3 Dec 1968), not as punishment, just a fact. He wanted me to go with him; he kept saying "Guam is Good!" By that time, I was at the "ROC" at NavFac Centerville Beach (temporary Evaluation Center, while COSP moved to Ford Island, Pearl Harbor, HI). (STCS Ed Smock, COSP Treasure Island, CA)

## *NAVFAC San Nicolas Island* *- by Steve Wardius*

I landed on San Nicolas Island's small Naval Air Facility in mid-November 1966. My short ride from the air terminal in a gray, Navy carry-all revealed a rather bleak island landscape that was covered in brush and long grasses, was virtually void of trees of any size, and had lots of culverts and coulees as they call them in the far west. The view of the ocean (Santa Barbara channel) from the road was immense and stunning. Within roughly 20 minutes of my arrival I reported aboard NAVFAC San Nicolas Island (SNI) at the main admin building. Within a couple of hours I was in the radio shack at the T&E building as the newest CYNSA (Communications Yeoman, Seaman Apprentice). Boy, was I low on the totem pole! This was the start of an 18-month tour of duty which was extended for six months in 1968.

Even today I still remember the names of several sailors who I was stationed with during my two-year tour. One of the first was BUC Smith, who was the LCPO of the Seabee detachment (17 or so men) and happened to be driving the carry-all when I hopped aboard it at the SNI air terminal. He was a WWII veteran and a very, very salty Seabee chief. I met the XO who was, I believe, LT Hightower, a mustanger and a fine officer.

I also met the commanding officer upon arrival at the NAVFAC but I can't remember his name. Less than a year later, unfortunately for him, he drove a Dodge Power Wagon into a culvert at the bottom of the winding drive to the T&E building (roughly 200 yards from the T&E building to be more exact), wrecking the Power wagon and slightly injuring himself. This happened somewhere near midnight and the oncoming watch discovered the Power wagon and him when they drove down from the barracks to the T&E building. Suffice it to say that he had been drinking heavily at the BOQ and had decided to make a trip to the T&E building to read his message board in the radio shack. He did this on a pretty regular basis. I remember this incident being treated with the utmost of discretion but unfortunately for the C.O., he was relieved and we got a new, mustang LCDR as C.O.

Some of the other guys I remember well were STO2 Fleeman, a short, dark-headed, and very smart sailor who outshined many, no, most of his peers in the

operations center. The operations center was separated from the radio shack by a window and clear plastic message box, into which the OWO and Fleeman used to plunk outgoing message traffic (coded gram messages) and squawk at the RM's and CYN's to get cracking on this or that one. Fleeman owned a very, very fine and cherry 1955 or 1956 Chevrolet Bel Air that had a V8 that had been seriously hopped up, and it had a four-speed shifter on the floor. Very fast and very cool. He kept it in a garage somewhere in LA County and I got to ride in it just once. Thrilling!

I knew Chief Smock, an ST chief and I believe he was an OWO as well. He was a very fair and knowledgeable chief with great leadership skill. My first chief in the radio shack was RMC Shirley Johnson. He was an older chief and a WWII veteran from Hot Springs, AR who had been on destroyers during the war. He told me that he had seen combat at sea but didn't seem to want to talk about it. Chief Johnson was persistent in making me learn Morse code, especially after he had obtained a Morse code (training) machine from COSP, so that I could qualify for the RM2 exam. (*CYN's did not learn Morse code in CYN "A" school*) His persistence paid off - I made RM2 in 1968.

There were two enginemen who worked in the rear of the T&E building whose responsibilities primarily included maintaining and repairing the air conditioning system and the back-up generators. One guy was a garrulous EN1 and other was an EN3 who definitely had a cowboy-like upbringing or he was from deep in the woods and hills. Can't remember their names but they liked going to the rodeo at Agoura, near Thousand Oaks, CA. They liked to ride bulls especially. For roughly the second half of my tour I served my 12 hour watches in the radio shack with the same two guys - RM3 George Williams (who later went to Vietnam and was wounded while serving on PBRs) and CYN3 Larry Steene, who was from Minnesota. Another memorable fellow in the radio shack was Terry Green, a Tennessean from Johnson City, TN who got out in 1967. Sometime in 1968 he astounded us by calling the NAVFAC SNI radio shack when Williams, Steene and I were on watch. He was calling us from a pay phone in Johnson City while leaning on the fender of his

Yellow cab and cradling a six-pack. We were so glad to hear from him.

Serving on NAVFAC SNI would not be complete unless you borrowed a vehicle from the Seabee-run motor pool and drove to the Pacific side of the island and saw the thousands of California gray seals, sea lions and elephant seals on a long stretch of beach on the western side of the island. A very good friend of mine, RM3 Jim Habersetzer, and I visited the seals on several occasions. We wanted to hold and pet the baby seals but you had to be very, very fast otherwise the gray seals and the elephant seals would get you. If you saw a baby seal kind of by itself you would run at top speed and scoop it up while the other guy stood guard and ran interference if necessary. Then both of us could hug and pet the baby seals for about a minute or two until we saw the mother coming. We would then run towards the mother, gently put the baby on the sand, and run like hell towards the vehicle. I'm sure biologists and naturalists would have had a fit if they knew we were doing this but I never saw mother seals reject their babies after we gave them back.

The western coast of SNI was very rugged and there was a huge cave that had been carved out by the endless onslaught of huge breaking waves crashing against the rock face. You could see into the cave but it was far, far too dangerous to attempt to enter it. The distance between the surface of the water (at a slack water point between waves) and the "roof" of the cave was about 20 – 25 feet at the entrance. We always wondered how far the cave extended into the rock of the island. With the seals, all sorts of sea birds, the brilliant blue water, huge waves crashing ashore, and massive rock formations, it almost looked primordial.

Another interesting aspect of serving on SNI was meeting and helping the anthropology teams that

would come out to the island each year to dig for Indian artifacts. The team I remember was from the University of California at Santa Barbara (UCSB). It was one of the very few times that you actually saw women on the island, apart from the stewardesses from Mercer Airlines, our charter airlines that took us back and forth from SNI to NAS Pt. Mugu, CA. Naturally, they were either undergrads or grad students and they were actually friendly toward us. In the book "The Island of Blue Dolphins", by Scott O'Dell, the Nicoleno Indian woman, Juana Maria was left on San Nicolas Island, then totally uninhabited, for 18 years. The researchers from UCSB were looking for artifacts and/or objects from the Nicoleno people who had lived on SNI for hundreds, if not thousands, of years.

My last observation for this segment of "life on SNI during the mid-to-late 1960's" was that the chiefs at NAVFAC SNI had it really, really well. During good weather, without fail, the chiefs would knock off at noon each day during the work week and go fishing off the eastern coast of the island in a 26 foot motor whaleboat that I believe they had modified somewhat for fishing. They would fish the great kelp beds that were just off the shore on the eastern coast and bring in some really, really nice fish. Calico bass, kelp bass, sand bass, halibut, yellowtail, and spotted bass were mostly what they caught, notwithstanding the occasional barracuda. Fish fries were a common occurrence and all hands had, if they so desired, plenty of delicious battered and deep fried fish to savor and consume and lots of beer to wash it all down.

It was a great first tour in the Navy for me and I most thoroughly enjoyed serving at NAVFAC San Nicolas Island.

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## **ASSIGNMENT GRAND TURK 1956-1957**

**- by Dick Rentner**

Going behind the “Green Doors” required a secret clearance and no one talked about what it was all about. It was known as “Special Training” and that sounded intriguing to me; besides, I already had had enough of shipboard life from the two, day-long episodes during stormy weather aboard the little USS Chester T. O’Brien (DE 421), and the smaller Patrol Craft assigned to the Fleet Sonar School in Key West, Florida. Volunteering for this special training, I said goodbyes to my “A” school classmates who were assigned to haze grey seagoing ships. Detailed to painting classrooms through the Christmas break, one day, while manipulating my hand-held paint dispenser, I caught a glimpse of the equipment through a slightly open “green door” and I was impressed with all the scopes, knobs, and gauges. I pictured myself manning one of these fabulous, super-sensitive, powerful snoop machines. I later found out that what I had seen was a mobile test cart the ETs used for testing electronic equipment. Little did I know that the only control I would get to manipulate was the infamous “Phase Button.”

After graduation from the eight-week course in March 1957 I reported into Patrick Air Force Base, FL, for further transfer to Naval Facility Grand Turk, BWI. Coming off leave in wintry Chicago I was wearing my new tailor-made blues and sweating profusely while carrying my sea bag over my shoulder. I wouldn’t see these fancy blues again until a year later when I transferred to Cape May, NJ, and they no longer fit because of the good life Down Range.

At Patrick I met up with several of my Green Door classmates also on their way to their new duty stations such as San Salvador, Eleuthera, Antigua, and Ramey. After two weeks leave, all of us were in need of some money, and my soon-to-be Division Chief, Wade Fletcher, arranged for the Air Force to draw on our pay records and give us some needed funds. I was one of the first to be called up to the gloomy Disbursing Window and the Air Force Sergeant behind the barred opening snapped, “Sign here!” Wanting to know how much money I would get, I asked, “What am I signing for?” He began to shout at me, saying things like, “You stupid sailors don’t even know how to get paid.” I retaliated, “In the Navy we use a modern method and get paid by

check.” If Chief Fletcher hadn’t stepped in I probably wouldn’t have been paid that day. The Chief was a great guy in my book and we became lifelong friends.

Ending several days of great liberty at Cape Canaveral we boarded the airplane to take us to our new home. The Air Force cargo plane had cabin-length, center-facing canvas seats with cargo tied down in the middle of the plane. The plane sat on the hot tarmac for what seemed like hours in the Florida heat before the engines finally started, spinning their props and coughing black smoke out of the cowlings. The noise was ear splitting and we were glad to have the ear plugs that were issued, even though they didn’t help much. Shortly after taking off, an AF crewman walked aft down one side of the cargo line and back up the other side, all the time spraying from aerosol cans, one in each hand. “To kill any bugs that might be hiding in the cargo” he said. Of course we were considered cargo and had to breathe in this spray. I swear that sergeant looked like the disbursing clerk I had encountered several days before, as he gave an extra-long blast in my direction.

Our first stop was Eleuthera, where we unloaded some cargo and personnel. Prior to restarting the engines, that same AF crewman removed a ladder from the plane, climbed up to the port engine and manually opened the cowling. He then pulled out a hammer from his tool bag and commenced pounding on something inside the cowling; bam-bam-bam, over and over. We were already sweating from the heat in this non-air conditioned, ancient flying machine, but now the sweat really poured. We never did get an explanation for all the pounding.

Grand Turk was a welcome site for us; we were finally out of the hands of the AF and back into the familiar haze gray navy. We were herded onto a large stake truck for transportation across the island from the Auxiliary AF Base, through “town” and to our home for the next year. After reporting in to the Personnel Office we were introduced to our living quarters, the Research Division corrugated Quonset hut, which contained ten bunk beds and ten small lockers. Quick introductions to the off-duty watch standers Bo Miller, Bob Sherman, and Dave Knudson were made and they gave us some very important precautions, such as: “When you get up in the



morning, before you put your shoes on you have to hold the shoe by the sole with the opening facing away from you and bang it on the deck to dislodge any scorpions that may have crawled inside the shoe during the night.” Some of us followed this life-saving advice for several days.

Like all newcomers I pounded the mats in a three-section watch bill, 4 hours on and 8 off, with two-hour dog watches from 1600 to 2000. The Mid-watch was the best because not only were there no day workers around to bother us but we also had great Midrats: the leftovers from the Galley wrapped in one large piece of reddish butchers’ paper along with odds and ends of bread. We had lots of fun on the mid-watch, between writing up and annotating targets, playing games, rolling grams, playing games, vacuuming styli, and playing games. The only one who had a lot of work to do was the Watch Officer, in that dark little room called Crypto. When he came out near the end of the watch you could tell he had been working hard because his eyes looked real sleepy.

At the back of the Display Room the names of all the watch standers were listed on a huge “menu” board. Each of the four sections showed the names of the Watch Officer, Supervisor, Plotter, and two Readers. The lists were made with 2-inch white letters that were inserted into the slotted, black material covered board. One night someone decided to spell all the names backwards to see how funny they looked. Of course it was noticed by the day workers when they showed up in the morning and the Research Division Officer immediately called me on the carpet because my name was the only one not spelled backwards. I was grudgingly dismissed after the Chief pointed out that my name is a palindrome and can’t be spelled backwards.

After about six months, I was assigned to my first day-work job replacing the styli in their individual clips. At that time we had the narrow paper grams with the black backing and each stylus lasted a little over a four-hour watch. With 56 styli burning away and the watch standers “sharpening” them constantly, there was a lot of replacing to do. Collateral duty included the daily burn detail, unrolling the dirty grams and stuffing them in the burn barrel, an old fifty-five gallon oil barrel with holes in the sides and

no top. The uniform of the day was dungaree pants, white tee shirt, and white-hat and the burn detail was always scheduled for 1100. Between the messy black paper and the ashes flying out of the barrel, I always had to change shirts before being allowed in the mess hut at lunch time. My laundry bill with Martha Darling doubled.

The fun part of my day-working assignment was running the Missile Impact Location System (MILS) equipment that pinpointed the “Splash Down” location of the “space missions” launched from Cape Canaveral. The equipment was a modified seismograph recorder that spit the paper out at tremendous speed. Communications with Canaveral were not that good and we would often receive a “go” time, then a “hold” after we ran off 50 feet of paper. This would occur several times for each launch. After one of the launches I had forgotten to order more paper and of course when the next launch time came I found I had enough paper for maybe one shot at getting the recording. I would be in deep doo-doo if history repeated itself. Fortunately I never had to explain it because Canaveral unbelievably went on the first “Go”. What luck!

Assignment to Grand Turk was undoubtedly one of the most unforgettable tours in my twenty-five years in the Navy.

Note: Dick Rentner went behind the “Green Doors” at Fleet Sonar School, Key West, in December, 1956, as a Sonarman Third Class, SO3. He then served at Naval Facility Grand Turk, 57-58; Naval Facility Cape May, 58; Naval Facility Nantucket, 58-62; Sonar “B” and “C” School, FSS Key West, 62-64; USS Brownson (DD 868), 64-68; USS Belknap (DLG 26), 68-71; COMOCEANSYSLANT (COSL), 71-75; Naval Facility Keflavik, 75-77; and a second tour at COSL, 77-80. He retired from COSL as CWO4 Operations Technician in November 1980. Dick was employed for 18 years in the civilian shipbuilding industry before signing on with a Naval Architect for 11 years designing yachts, mega yachts, and sport-fishing boats. He is now retired and resides in Virginia Beach, VA with his wife Joanne.

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# PEOPLE NEWS – Winter 2011-12

667 active members, 453 in archives, and 274 on the Memorial List

## \* New Members

**OTACS/STGCS CYNTHIA (KING) ADAMS, USN (Ret)** - Titusville, FL. "I'm back in Florida. Booz Allen offered me a chance to leave Iowa/South Dakota and help build the Navy-Marine Corps/VA markets in Central Florida and set up a Learning Team presence here. It's exciting times--long hours--but what a great challenge! Plan to be at the next Reunion in 2014! Best regards, Cindi" **OTMC (SW) DAVID ANNIS, USN (Ret)** - Colfax, OH. Served at NAVFAC Centerville Beach 1971-74, USS Bronstein (DE 1037) 1975-76, ASWTRACEN Norfolk 1977, NAVFAC Brawdy 1977-79, USS Garcia (FF 1040) 1979-80, SURFWARDEVGRU NAB LCREEK 1980-83, AWSOC Sigonella 1983-84, NAVFAC Brawdy 1984-87, and NOPF Ford Island 1987-90. Married to Rhonda for 27 years. One son a former STS3(SS) and another active duty ABFAA on USS Ronald Reagan (CVN 76). Working part time at Lowes. Retired from state corrections. **\*Ex-USN JENNIFER BAUN (CRUCE)** – Youngstown, OH. Served at NAVFAC Coos Head 1985-88 and NOPF Ford Island 1988-91. Currently an active member of the North Coast WAVES Unit 21 of the WAVES National Group for women veterans. **\*MRS. BARBARA BENSON, CF** - Oak Harbor, WA. Served at CFS Shelburne 1987-88, NAVFAC Whidbey Island 1988-91, NAVFAC Argentinia 1991-94, CFIC Halifax 1994-99, and NOPF Whidbey Island 2007-Present. Married to STGC David Benson, USN (Ret).

**\*LCDR JOE BLANCHARD, USN (Ret)** - Fernandina, FL. Following Oceanographic Watch Officer School in Key West served at NAVFAC Point Sur 1976-79. Today Joe is retired, cruising on a sailboat and is a Coast Guard Auxiliary Flotilla Commander. **\*Ex-OT2 MARY BURKE (McKENZIE)** - Chantilly, VA. Served at NAVFAC Bermuda 1976-78 and NAVFAC Brawdy 1978-81. **\*Ex-SOG2 CARL CALKINS** – Arvada, CO. Served at NAVFACs Barbados and Argentinia 1960-64. **\*LCDR DENNIS CHRISTIANSON, USN (Ret)** - Suwanee, GA. Served at NAVFAC Bermuda 1974-75, OT-C School Key West 1975-76, USS SAMPLE (FF 1048) 1976-77, and COSP (ORISE Team) 1977-79. Also served on details at NAVFACs Keflavik and Barber's Point. "Following six years active duty, I got out of the Navy as an OT1 and used my GI Bill to get my degree in Environmental Health from Boise State University while continuing to serve in the reserves. Received a direct commission as an Environment Health Officer in the Medical Service Corps in the Naval Reserves in 1984 and retired 15 years later as a LCDR with 26 years total service. Have worked with the Centers for Disease Control and Prevention since 1983. I am married and have three adult children."

**\*Ex-USN CARYN CLOUGH** - San Francisco, CA. Served at NAVFAC Centerville Beach 1987-90, NOPF Ford Island 1990-94, NRaD San Diego 1993-94, and USN S.E.R.E. school (instructor) 1994-98. **\*OTACS JACK CONGER, USN (Ret)** - Las Vegas, NV. Served at NAVFAC Adak 1973-76 and 1989-91, COSP 1976-79 and 1986-89, FASOTRAGRULANT 1979-82, OSD London, UK 1982-83, and NAVFAC Centerville Beach 1984-86. "Moved to Las Vegas after serious heart attack in Salt Lake City, UT, in 2003. Have since had 5 additional heart attacks, by-pass surgery, and, with my wife, Angelique, survived a serious head-on car accident in Jan. 2004 in which we both were very fortunate to survive. I have since been on disability. We have served for 7 years in the Las Vegas LDS Temple and are currently serving as Service Missionaries in the LDS Employment Resource Center here in Las Vegas. After I retired from the Navy in 1991 we both finished our Master's Degrees in Education and I had the privilege of working as the Chancellor of the Columbia College Campus in Salt Lake City. Served as a member of the Governor's Advisory Committee on Military Education and taught a variety of undergraduate classes in U.S. History. We now have 6 grandchildren and 3 step-grandchildren."

**\*CECS (SCW) VICTOR CORTESE, USN (Ret)** - Cordova, TN. Served at NAVFAC Coos Head 1965-67 (STG 2 Reader and Plotter), Green Doors Class 11-65. Changed rating in 1982 to Construction Electrician, Seabees. Retired with 30 years' service. **\*Ex-OT3 ROBERT COWART** - Anchorage, AK. Served at NAVFAC Centerville Beach and NAVFAC Adak from 1988 to 1992. **\*Ex-OTM1(SW) GREG DAVIS** - Moncton, NB. Served in TASS and at NAVFAC Argentinia.

**\*OTAC ALAN DERBYSHIRE, USN (Ret)** - Las Vegas, NV. Served on board USS ALBERT DAVID (FF 1050) 1979-81, NAVFAC Pacific Beach 1981-83, NOPF Ford Island 1983-86, REDTRAFAC Dam Neck 1986-89, CFS Shelburne, NS 1989-91, and NAVSPECWAR London, UK 1991-94. "Single, retired and a rogue nomad. Smart Home Technologies business owner, part time independent graphics artist (specializing in paint schemes for Harley's & Hot Rods). Owner Operator/Long Haul freight driver...the list goes on. One daughter (Lauren Marie) serving as a flight nurse in Fargo, ND."

**\*MR. LARRY DESOTO, WECO** - Seattle, WA. Served as a WECO Engineer at NAVFAC Adak 1971-72 and 1974-76, NAVFAC Antigua 1972, NAVFAC Grand Turk 1973-74, and NAVFAC Brawdy 1976-80. **\*Ex-RM3 RONALD DOKE** - Elkhart, IN. Served as Communications Shift Supervisor at NAVFAC Ramey 1967-69. "I served 4 years active duty and got out. I passed test for RM2 but didn't have enough time left to accept it, and didn't extend - should have! Might have even "shipped over" after that - who knows? Retired early at age 62 in 2009 after 27 years as a Registered Nurse." **\*Ex-OT1 MAUREEN DONOHUE** -Plano, TX. Served at NAVFAC Lewes 1976-78, NAVFAC Midway 1978-1979, and NAVFAC Antigua 1979-81.

**CAPT KATHY DONOVAN, USN (Ret)** - Virginia Beach, VA. Kathy retired this past summer having served 29 years. Kathy's IUSS tours included NAVFAC Bermuda, NAVFAC Keflavik, NAVFAC Brawdy, COSL, CUS and NOPF Dam Neck. She indicates her tour as Commanding Officer at NOPF, deployment to the Gulf on board USS HARRY S TRUMAN (CVN 75), and deployment to Pakistan were among her most rewarding assignments. Kathy and Jim are both fully retired, enjoying life and family.

**\*AM1/Ex-OT JAY ELLIS, USN (Ret)** - Vancouver, WA. Served at NAVFAC Centerville Beach 1992-94 and NAVFAC Whidbey Island 1994-96. "I cross rated to AM in 1996 due to lack of operation in the OT world. I Retired out of the Navy in 2005 as AM1 (chief select). I was retired due to a wartime injury. I served in the Gulf during Operation Enduring Freedom. I deployed 6 times to the Gulf. I worked on EA6B's, F14's, F18's, S-3's, and E-2's. After retirement I worked for BF Goodrich aviation, and Columbia Helicopters. I am now 2nd time retired and work at a School for the Deaf as a Job Coach." **\*LT JOHN FISHER, USN (Ret)** - Wintersville, OH. A former OTCM, LT Fisher served at NAVFAC Barbados 1964-66, COSL 1966-69, NAVFAC Keflavik 1970-72, NAVFAC Argentina, and NAVFAC Guam.

**\*Ex-LTjg FRANCIS (MERT) FOWLKES JR, USNR** - Richmond, VA. Served at NAVFAC Bermuda 1962-65 (Watch Officer; EMO). Married for 42 years to a Bermudian; two children and two grandchildren all living in Richmond. Retired from Reynolds Metals Co. (now ALCOA). Involved in several volunteer activities. Collector of antique automobiles. **\*Ex-LT CHARLES FULFORD, USNR** - Irvington, VA. Following A-School in Key West, FL 1964-65, served as a Watch Officer at NAVFAC Cape Hatteras. After 14-month tour in SOSUS transferred to ASW Officer assignment aboard USS VESOLE (DD 878). Completed a Vietnam tour and around-the-world cruise. Three-time Shellback. Discharged as Lieutenant, 1967. Forty years' blue water sailing experience. Lifelong interest in and appreciation for the sea.

**\*CDR JANET FULLER, USNR** - San Diego, CA. Served at NOPF Ford Island 1990-93 (OWO/TACWO/QAO) and NOPF Whidbey Island 1994-97 (TACWO/TRNGO and Admin Department Head). Janet was the first watch officer at NOPF Whidbey Island who had Tactical Watch Officer experience when the Pacific SURTASS ships moved from Ford Island to Whidbey Island. She is currently a federal service employee at SPAWAR San Diego and a drilling reservist, currently assigned to a COMPACFLT unit. **\*LCDR RICHARD GATES, USN (Ret)** - Amery, WI. Served at NAVFAC Brawdy (2 tours), NAVFAC Argentina, NAVFAC Adak, NAVFAC Centerville Beach, RTF Centerville, NARC and PSD Minneapolis. "Wife Christine (Morgan) of Haverfordwest; Daughters Alice (and Josh) and Anna (and Josh) and 5 grandkids. Work for Polk County, WI as County Veteran Service Officer."

**CAPT BILL GREEN, USN (Ret)** - Coronado, CA. CAPT Green was Chief Staff Officer for COSP Commodore Dick Hoffman in the mid 1970s and then relieved him for several months until a relief could report aboard. "Thanks for producing such an interesting newsletter. My years at COSP were short but memorable. Am now retired in Coronado after a post-Navy retirement job with Visa International located in San Francisco. Two of my three sons also reside on the island. My oldest son, a naval reservist called to active duty (IA) from his university, spent eight months in Iraq as OIC of an intelligence unit providing support to Special Operations Forces. He was

then moved to Germany to help stand up a new "cell" designed to track down international jihadists when he suffered a fatal blood clot. - Bill"

**\*OTC CHARLES HEFFNER, USN (Ret)** - Deltona, FL. Served in SOSUS community 1958-79. "Trying to enjoy every retired day as much as possible and enjoying my life experiences and memories." **\*Ex-STG3 GEORGE HERBERT** – Chambersburg, PA. Served at NAVFAC Bermuda 1962-64. Married to Margaret June 1969; three children; 4 grandchildren; a retired land surveyor; member of National Sonar Association. **OTA1 EDDIE "JOHNNIE" HOGGARD, USN (Ret)** - Windsor, SC. Served at NAVFAC Pacific Beach 1985-87, COSL 1987-89, NAVFAC Brawdy 1989-92, NOPF Dam Neck 1992-94, JMF St Mawgan 1995-96. Cross rated to AK1 and served at the following commands prior to retirement from the Navy in 2005 - USS NIMITZ (CVN 68), HC-8 Norfolk (2 tours) and USS SAIPAN (LHA 2). **OTC BILLY HOWARD, USN (Ret)** - Levering, MI. Served at NAVFAC Argentinia 1964-68, COSP 1968-71, NAVFAC Antigua 1971-73, NAVFAC Keflavik 1973-75, INSHOREUNDERSEA WARFARE GRU, San Diego 1975-78, NAVFAC San Nicolas 1978-80, and NAVFAC Coos Head 1980-83. He retired in 1983. Married to Cindy for 42 years with three daughters and 6 grand children.

**\*Ex-OTA2 BRIAN JONES** - Greer, SC. Served from 1985 until 1995 at NAVFAC Whidbey Island, NAVFAC Brawdy, and COMNAVFOR Japan. Brian is married and is currently working as a Quality Manager for T&S Brass and Bronze works. **\*Ex-OTM1 VALERIE JONES** - Middleburg, FL. Served at COSL 1987-89, NAVFAC Keflavik 1990-92, and NOPF Dam Neck 1992-94. Still married to Mike Jones (22 years) with 4 children and 6 grandkids. **\*Ex-OT3 EMIL KACKOS** - Union Dale, PA. Served at NAVFAC Bermuda 1969-70 and NAVFAC Keflavik 1970-71. Also served at IUWG2 MU22, USS YORK COUNTY (LST 1175), and USS O'HARE (DD 889) 1971-72. Retired in NE PA with wife, son and Yellow Lab "Razz"!

**\*Ex-OTA2 MARLANA KOONCE-SCHNELL** - Des Moines, IA. Served at NAVFAC Argentinia 1983-85 and NAVFAC Adak 1985-86. Lives and works in Des Moines as a School Administrator at a Community College. "One husband, two daughters, two dogs, a cat and a hermit crab. Loved my time in the Navy...was "Missy Koonce" to a lot of people who knew me before I married David (EO3) Snider...and then I was Missy Snider." **\*Ex-OTA2 EVA LETTIERI** - Chester, NY. Served at NAVFAC Adak 1980-81, NAVFAC Brawdy 1981-84 and NOPF Dam Neck 1984-86. **\*CWO4 THOMAS LITTLE, USN (Ret)** - Munford, TN. Served at NAVFAC Cape Hatteras 1965-67 (EWO), NAVFAC Argentinia 1967-68 (OWO), NAVFAC Bermuda 1968-70 (EMO/OWO/MILSO), and OCEANOGRAPHIC UNIT ONE 1970-71 (EMO). "From 1972 to 1974 I was the EMO at FSS Key West and the TASS Project Officer. We were right in middle of the TASS equipment installation when we got word we were on the "BRAC" closure list. I additionally had the distinction of being the "last" officer at the school after coordinating the removal of all the sonar systems and trainers." **Ex-OT2 RUSS LOWNIE** – Kansas City, MO. Recently had the pleasure of attending, in Key West, the commissioning of USS SPRUANCE (DDG 111) in which his son is serving as a plankowner ET1.

**CDR CAROL (DILTS) MCKENZIE, USN** - Sasebo, Japan. Carol, a former OTA, served at NAVFAC Keflavik (two tours) and RTF Dam Neck prior to commissioning in 1992 under ECP. On August 4th, 2011 CDR McKenzie assumed command of the forward-deployed amphibious dock landing ship USS GERMANTOWN (LSD 42). **\*Ex-ETR2 ROBERT MARCHEGIANO** - Ellicott City, MD. Served at NAVFAC Grand Turk 1964-65 and NAVFAC Nantucket 1965-66. **\*LCDR CATHY MARGIOTTA, USN (Ret)** - Virginia Beach, VA. Served at NAVFAC Argentinia 1978-80, NOPF Ford Island 1980-82 (plank owner), NAVFAC Keflavik 1982-84, FOSICPAC (CPF) 1984-86, COMOPTEVFOR 1986-89, PACOM Camp Smith, HI 1989-92, and NAS Oceana, Virginia Beach, VA 1992-94. Cathy is a ski instructor and the owner of Blue Tern Skiing.

**\*MR. TIMOTHY MADDOX, WECO/ATT/LUCENT** - Burlington, NC. System experience: WECO/ATT/LUCENT 1978-2002 including: SOSUS Source Ship Engineering Associate 1978-1985; Product Engineer 1985-1994; Product Pricing Manager 1994-2002. **\*LCDR DEBBIE "D.J." (NORTON) MELTON, USN (Ret)** - Virginia Beach, VA. Served at NAVFAC Guam 1976-77, NAVFAC Barber's Point 1978-80, OTM C School student 1982-83 and instructor 1984-86, NAVFAC Keflavik 1987, and CUS 1997-00. **\*Ex-OTA2 SANDRA MOORE** - Manteca, CA. Served at NAVFAC Adak 1980, NAVFAC Centerville Beach 1981-82, and COSL 1982-85. Currently with State Of California as a State Compensation Insurance Fund Claims Adjuster for past 10 years.

**LCDR (Select) JULIA NEFCZYK, USN** - Chesapeake, VA. A former OT, Julia became an Environmental Health Officer in the Medical Service Corps in 2003. She is presently assigned to Naval Medical Center Portsmouth, VA. Julia will be promoted to LCDR in April, 2012.

**\*OTACS ALLAN OSTEN, USN (Ret)** - Erie, PA. Served at NAVFAC Midway 1976-77, NAVFAC Pacific Beach 1977-80, NAVFAC Brawdy 1980-82, NAVFAC Adak 1982-83, COSP 1983-86, NAVFAC Whidbey Island 1986-90, and NOPF Ford Island 1990-94. Senior Chief Osten retired from the Navy in 1994.

**\*Ex-OTA ROBERT PEINE, USN (Ret)** - Aiea, HI. Served at NOPF Dam Neck, NAVFAC Argentia, NAVFAC Centerville Beach, and NOPF Ford Island 1976-94. **\*Ex-USN RICARDO PELAEZ** - Chula Vista, CA. Served at JMF St Mawgan 1996-00. Currently in school for radiography. **\*Ex-CF CATHY PITT (TROUGHTON)** - Colorado Springs, CO. Served at NAVFAC Argentia 1976-80. Married to Ex-USN Steve Pitt, a former DS2 who was also stationed at NAVFAC Argentia 1978-80. **OTCM ERNEST "RAS" RASMUSSEN, USN (Ret)** - New London, NC. Served in the System from 1956 to 1964 and 1968 to 1989.

**\*Ex-LT PETER RICHTMYER** - Portsmouth, RI. Served at NAVFAC Adak 1966-67, COSP 1967-68, NAVFAC Centerville Beach 1968-69. COSL 1971. "Currently working for Northrop Grumman on-site Naval Undersea Warfare Center (NUWC), Newport, RI. Working on sub-launched Harpoon software (FMS). In s/w development and systems engineering mostly in support of the Navy - including many submarine combat systems and DDG-1000. Wrote much of the s/w that launched a number of the first sub-launched TLAMs (1978-1982) and rode the boat, USS GUITARRO (SSN 665) during launches. (Great fun!)" **\*Ex-OT MARY ROSSMANN** - Suffolk, VA. "I Cross rated to OTA2 (from ET(C)2) and went to NAVFAC Eleuthera. Got stuck in maintenance since I showed up wearing an ET crow. No trident crows available to me prior to transfer. Went on to NAVFAC Brawdy then NOPF Dam Neck to finish a 12 year active-duty career. Rode SURTASS with RCA/GE for 9yrs+. Now employed as High Voltage Electrician at the James River Reserve Fleet. DOT-Maritime Administration."

**\*Ex-OT THOMAS SAHR** - Virginia Beach, VA. Cross rated from STG (1969-73) to OT in 1973. Plank owner NAVFAC Brawdy 1973-75. Also served at COSL 1975-78. Was ENSCO IAP/IAC Tech Rep at COSL 1985-90 and at RTF Dam Neck 1990-95. **\*MR. DIEGO SANTIAGO, USNR** - Enterprise, AL. Served at NOPF Ford Island 1986-89. **OTA1 BILLY SCHULTZ, USN (Ret)** - Misawa, Japan. Served at NAVFAC Cape Hatteras 1979-81, NAVFAC Centerville Beach 1981-84, NAVFAC Keflavik 1984-88, COSP/CUSP 1988-91, NAVFAC/NOPF Whidbey Island 1991-94, and COMNAVFOR Japan 1994-99. Currently an IT Specialist working for the U.S. government in Misawa Japan. **\*Ex-USN PAUL "FIRETRUCK" SMITH** - Rochester, NY. Served at NAVFAC Bermuda 1973-75 and NAVFAC Cape Hatteras 1977-79. "I was the one who got the fire truck stuck and burned down the warehouse but still had a good time and miss everyone! Working as a fire equipment quality control officer and volunteer at Gates Chili FD."

**\*OTM1 WILLIAM SMITH, USN (Ret)** - Virginia Beach, VA. Served at NAVFAC Cape Hatteras 1977-79, COSP/NOPF Ford Island 1980-83, RTF Dam Neck 1984-87, and FLEASWTRACENLANT 1987-92. Retired 1992. ITT Technical Institute Norfolk 1992-2001 (electronics instructor), ECPI College of Technology 2001-present (electronics instructor). "Married to Elizabeth since 1988, four adult children, enjoying the life God has given us!" **LCDR BOB SOPER, USN (Ret)** - Chesapeake, VA. Served at COSP 1982-86, OSSD 1986-89, and COSL/CUS 1991-95. "After Retiring from the Navy I worked for Signal Corp for two years supporting the AN/SQQ-86 program. I then started to teach Middle School and High School for nine years (Math and Science). For three of those years I also served as the Vice-Principal. In 2006 I retired, to play golf and travel." **OTA1 NAIDA STEVENS, USN (Ret)** - Catskill, NY. Served at NAVFAC Brawdy (2 tours), NOPF Dam Neck (2 tours), RTF Norfolk, and NAVFAC Argentia.

**\*STGCS JOHN STANKIEWICZ, USN** - Chesapeake, VA. Served at NOPF Ford Island 1991-94, COMNAVFOR Japan 1994-97, NOPF Dam Neck 1997-01, and CUS 2006-08. He is currently assigned to Afloat Training Group, Atlantic in Norfolk, VA. **Ex-SO2 HOWARD TILTON** - Venice, FL. Served at Fleet Sonar School Key West in 1954 and transferred to NAVFAC Ramey, Puerto Rico. Howard has moved from Concord, NH to Venice, FL. **\*Ex-LT GLENN TRYON, USNR** - Sheridan, WY. Served at NAVFAC San Salvador 1964-67 and NAVFAC Ramey. Glenn is married with 3 children and 4 grandchildren. He had a career in broadcasting

owning stations in the Dominican Republic and Puerto Rico. He also owned Little Caesars (appropriately!) pizza franchises in Puerto Rico. He is currently General Manager for 4 radio stations in Sheridan, WY.

**Ex-OT2 BILL TURNER** - Tallmadge, OH. Served from 1968 to 1972 at NAVFAC Keflavik and COSL. Bill and his wife JoAnne both retired this year as public school teachers. They have two married sons and three grandchildren. Immediate plans include a leisurely cruise to Hawaii!

**OTCM BILL UPHAM, USN (Ret)** - Woodbridge, VA. Served from 1963 to 1993. Has worked with the Army as a defense contractor or civilian employee since 1993. Fully retired September, 2011. Bill and wife Yoko plan to maintain their home in D.C. area but do intend to travel and become involved in volunteer activities. **\*CDR**

**JASON VOGT, USN** - Oak Harbor, WA. Currently serving as Commanding Officer, NOPF Whidbey Island. Served as the facility's Executive Officer from May 2010 until July 2011. **\*LCDR JAYNE WEBER**

**(CAMPBELL), USN (Ret)** - Terrebonne, OH. Served at NAVFAC Brawdy 1983-84, NAVFAC Adak 1984-86, and NAVFAC Argentinia 1991-93. Married now-retired Army LTC Jon Weber in Apr 1993 at the base chapel at Argentinia. "Had to get a Newfie marriage license and check the status box as "spinster!" Following her IUSS tours, Jayne attended Naval Post-graduate School and received a master's degree in Space Systems Operations. The second half of her navy career included Space Surveillance tours as Space Surveillance Center Crew Commander in Cheyenne Mountain and J3 staff at U.S. Space Command, Colorado; and Alternate Space Control Center Commander and Operations Training Officer at Naval Space Command, Dahlgren, VA. She retired from the Navy in July 2002 and moved to Oregon, her husband's home state.

**LCDR MICHELLE WEDDLE, USN** - Twentynine Palms, CA. "I graduated from Uniformed Services University of the Health Sciences with a Masters Degree in Nursing. I completed my Family Nurse Practitioner certification and am currently serving in the Family Practice Clinic providing care to Marines and their families in Twentynine Palms, CA. Husband Jeff (Ex OT) has taken the opportunity to return to school and is thoroughly enjoying himself. Our daughter Meagan chose to stay behind in Virginia Beach and continue with college."

**\*MR. BOB WISDOM, USN (Ret)** and wife, **PAULA, Ex-USN** - Plano, TX. Bob served at NAVFAC Adak, NAVFAC Keflavik (2 tours), NAVFAC Midway, COSP, and RTF Norfolk. Paula served at NAVFAC Pacific Beach and NAVFAC Adak. **\*OTAC DONALD WOMACK, USN (Ret)** - Millington, TN. Served at NAVFAC Grand Turk 1967-68, COSP Treasure Island 1968, COSP Ford Island 1968-70, NAVFAC Argentinia 1971-72, ADCOP Memphis 1972-74, NAVFAC Cape Hatteras 1974-77, NAVFAC Brawdy 1977-79, COSP 1979-83, and OT"A" school instructor 1983-86. Retired in 1986. Married to Levon with two children and one grandchild. Don also has three children from a previous marriage and 8 grandchildren ages 5-15. After retirement he went to Memphis State and graduated with a BBA in accounting. He worked for the IRS for 23 years and retired in 2009.

**\*Ex-OTA2 GAYLE (WORKMAN, WELLS) WORTHINGTON** - Lewiston, ID. Served at NAVFAC Centerville Beach 1984-85, NOPF Dam Neck 1985-87, COSP 1987-91, NAVFAC Adak 1991-93, and NOPF Whidbey Island 1993-95. "I am a Target Service Coordinator ensuring that people with disabilities are helped to be as independent as possible. I don't make much money but having a family saying "I love you" because I get them what they need to be better off is very satisfying." **\*Ex-OTA PATRICK ZABST** - Durham, NC. Served at NAVFAC/NOPF Whidbey Island 1993-97. Patrick is currently a Senior IT Analyst at Duke University.

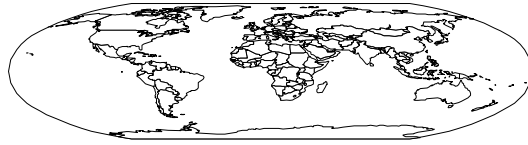


## In Memoriam

We regret to report the passing of the following 24 “shipmates” from our IUSS Community whose names have been added to our website In Memoriam page since the November 2010 issue of THE CABLE. Sadly, that page now contains 274 names.

Last Name	First Name	M.I./aka	Rank/Rate/Title	System Affiliation	Deceased
BETZ	Herbert	H. "Herb"	OTCS	USN 1950s-1970s	Mar 2011
CLARK	Allan	"Al"	Civilian Contr	HAC/GE/GS 1987-1996	~Mar 1996
COOPER	Doyal	G. "Coop"	OTA1	USN 1980s-1990s	Apr 2011
DEROSIA	Walter	R. "Walt"	OTACS	USN 1968-1990	Oct 2011
FLETCHER	Sharon	L. MONK	RMC	USN 1987-1990	Nov 2010
FORTUMASE	Edward	J. "Ed"	STG3	USN 1960s	Jul 1987
GEORGE	Albert	A.	Civilian Contr	WEC0 1960s-1980s	Jul 1992
HOWELL	Christen	F. "Chris"	OT	USN 1970s	Jun 2011
HUBAJ	Joseph	E. "Joe"	Civilian	GS 1980s-1991	Mar 1993
HUFF	Robert	B. "Bob"	SKC	USN 1960s	Oct 2011
JAMES	William	M. "Bill"	OTA1	USN 1980s-1990s	Jan 2011
JONES	Russell	Alan	OTM1	USN 1970s-1990s	Sep 2011
KEITH	James	M. "Jim"	OTA1/STG1/GS	USN 1987-2011	May 2011
KENNY	Philip	L. "Phil"	LTCDR	CF 1970s-1994	May 2011
KRANS	Charles	A. "Charlie"	OTCS	USN 1960s-1973	Apr 2007
KUBOVCHIK	John	F., Jr.	CDR	USN ~1987-1990	Jul 2011
MAGNUSON	Hal	"Maggie"	SOO3	USN 1959-62	Jan 2011
MATTERN	William	R.	LTjg	USN 1960s	Dec 1992
PAWLEY	Sigmund	B., Jr. "Sig"	CDR	USN 1966-1970	Jun 2011
POWELL	Vernon	H. "Hank"	Civilian Contr	WEC0/ATT 1960s-1990s	Nov 2010
REEVES	Kirk		OTA1	USN 1980s	Jun 2011
ROYSE	Michael	"Mike"	RM2	USN 1960s	Nov 2010
UTTERBACK	Joseph	W. "Joe"	OTA1	USN 1978-93	Mar 2011
VAUGHAN	James	R.	Civ/GS	NEL/NOSC 1970s-1982	Jun 2011

## ***IUSS / CAESAR***



## **Alumni Association**

### **IUSSCAA Staff**

Director - CAPT Jim Donovan, USN (Ret)

Founder/Director *Emeritus* - CDR Ed Dalrymple, USN (Ret)

Deputy Director - OTCM Jack Holdzkom, USN (Ret)

Software/Webmaster - OTCM Rick Matthews, USN (Ret)

IT/ISP Support - Russ Lownie, Ex-OT2, USN

Cable Production - CDR Ellis Sutter, USN (Ret)

## **Address for the IUSS/CAESAR ALUMNI ASSOCIATION**

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***Remember to visit our website:***

**[www.iusscaa.org](http://www.iusscaa.org)**