

The Cable

Official Newsletter of the IUSS CAESAR Alumni Association

IUSS / CAESAR



Alumni Association

NOVEMBER 2016

DIRECTOR'S CORNER

Jim Donovan, CAPT, USN (Ret)

Welcome to the 2016 edition of *The Cable*. The staff of the IUSS-CAESAR Alumni Association (IUSSCAA) appreciates the significant contributions of articles for this edition by George Widenor, Thomas Chavez, Frank Dorsch, Dick Rentner, Anne MacFarlane, Jeff Dodge, and George Miller. Several others contributed short stories. Thank you all for providing such substantial input.

The IUSSCAA staff and Board include **Nick McConnell** (Assistant Director); **Mike Kilpatrick** (Database Maintenance and Membership); **Russ Lownie** (Webmaster); and me, **Jim Donovan** (Director and Treasurer). **Jack Holdzkorn**, **Dick Rentner** and **Ellis Sutter** assist with editing and formatting our Cable newsletter. **Jack** also maintains and updates our In Memoriam listing.

Today the Association stands at **774** active members. We have an archive of **606** former members. In 2016 we added **101** new and reinstated members, many of whom are currently serving on active duty at IUSS facilities.

Sadly, we also list **428** IUSS shipmates in our Memorial Section, with **36** names added in the past year alone. See the In Memoriam listing at the end of this newsletter and on our website, which is updated monthly.

REMINDER: With the elimination of an annual dues requirement it is very important that members keep the Association updated on any changes to mailing address, email address, etc. This can be easily taken care of by submitting a Membership

Data Update from our "Membership" page at iusscaa.org. That is the only way we can ensure the Membership Listing is accurate and we'll want to be sure to get the newsletters to the right email addresses.

SPECIAL PROJECT: Sufficient funding exists in the Association checking account to maintain the website, provide periodic "geedunk", assist with IUSS reunions, etc. We hope to use remaining funds (up to several thousand dollars) to install a permanent memorial plaque/mural at the Naval Heritage Center in Washington, D.C. If anyone is interested in taking on this effort for the Association, we would be forever grateful. Please let me know if interested.

IUSS 65th ANNIVERSARY REUNION: For planning purposes the next IUSS/SOSUS reunion will be held during the weekend of 20 to 22 September 2019. If I will be coordinating the event it will be held in Norfolk, Virginia, and probably at the Waterside Marriott Hotel.

Once again, the Association could not continue to exist without the hundreds of cumulative hours volunteered by **NICK McCONNELL**, **MIKE KILPATRICK**, **RUSS LOWNIE**, **JACK HOLDZKOM**, **DICK RENTNER**, and **ELLIS SUTTER**. Thank you, gentlemen.

On behalf of the IUSSCAA Board of Directors I wish all our members and their families a safe and happy holiday season and a wonderful, healthy New Year in 2017.

All the best, Jim

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Securing the Future of IUSS Excellence

By Thomas Chavez, SCPO (SW/IUSS), USN

I am writing to recognize the significant achievements of the staff and operators at NAVAL OCEAN PROCESSING FACILITY, DAM NECK (NOPF DN) from 2014 to present. I joined that team in mid-2015 and am honored to be working with some of the most talented Anti-Submarine Warfare (ASW) specialists in our Navy today. We are committed to maintaining our community's contribution to the defense of our nation and our allies. Thank you to all who are involved in this success story.

NOPF DN plays a vital role in America's dominance of the undersea battle space. Our knowledge of underwater

acoustics denies submarines of potential adversaries the ability to operate without being detected. Attempts to find vulnerabilities in our ASW fail because of the outstanding efforts delivered daily by the military and civilian professionals of the Integrated Undersea Surveillance System (IUSS). These efforts have been employed for decades by Ocean Systems Technicians (OT). I first met OTs in 1995 at FLEASWTRACENPAC Point Loma, CA during an AN/SQQ-89(V) 4/6 Integrated Tactical Array Sensor System course. I recall the immense pride they had in their rating as well as the frustration they felt from having to leave the IUSS community because their rating was going to be disestablished.

NOPF'S 2014 A-SCHOOL STUDENTS

PO3 (IUSS) Barron – Tracker/Reporter and Trainer
PO3 (IW/IUSS) Bayne – Tracker/Reporter
PO3 (IUSS) Clevenger formerly Carranza – Tracker Reporter
PO3 (IUSS) Grayhill – Tracker/Reporter
PO2 (IW/IUSS) Gervais – Tracker/Reporter
PO2 (IUSS) Gordon – Tracker/Reporter and Trainer
PO3 (IUSS) Howard – Tracker/Reporter
PO3 (IUSS) Justiz – Tracker/Reporter and Trainer
PO3 Massicotte – Tracker/Reporter
PO2 (IW/IUSS) McCabe – Watch Supervisor
PO3 Cane – Tracker/Reporter
PO2 (IUSS) Mooneyham – Tracker/Reporter
SN Munoz – Sensor operator
PO2 (IUSS) Nichols – Watch Supervisor/Trainer
PO2 (IW/IUSS) Northup – Tracker/Reporter and Trainer
PO2 (IW/IUSS) Rabbiosi – Watch Supervisor
PO2 (IW/IUSS) Robinson – Tracker/Reporter
PO3 (IUSS) Teare – Tracker/Report
PO3 (IUSS) Uribe – Tracker/Reporter
PO3 (IW/IUSS) Waits – Tracker Reporter
PO3 Walker – Tracker/Reporter and Trainer
PO2 (IUSS) White – Tracker/Reporter
PO2 (IUSS) Wyatt – Tracker/Reporter and Trainer
PO3 (IUSS) Zaiger – Tracker/Reporter

PO2 Mooneyham was FY16 2nd Quarter JSOY
PO2 Northup was FY15 4th Quarter JSOQ and FY15 JSOY.
PO2 McCabe was FY16 4th Quarter SOQ,
PO3 Bayne was FY16 4th Quarter JSOQ and FY16 JSOY

Future success in exploiting submarine acoustic vulnerabilities is dependent on the experience of operators, maintainers, and support staff at each IUSS site. For many years, NOPF DN had been without new accession Sailors, as only fleet-experienced personnel were billeted to NOPF sites. Two years ago, that changed. In mid-2014, the Sonar Technician (STG) rating was faced with a severe backlog in the Operator and Maintenance training pipelines at FLEASWTRACEN, San Diego. Hence, smart employment options were limited for these new Sailors while they awaited course-convening dates. NOPF sites were tasked to relieve the training backlog, offering new STGs an “assignment in rate.” NOPF DN took this opportunity to influence the future development of our ASW capability and improve levels of IUSS experience. Assigning these first-term Sailors to the IUSS community early in their careers provided the strong likelihood of their future return to IUSS sites for second and possibly third tours.

In the summer of 2014, these new IUSS prospective operators were tested to perform skillsets expected of experienced ASW professionals from air, surface, and submarine communities including partners from the United Kingdom. NOPF leadership immediately recognized their deficiencies and developed a rigorous training plan that leveraged assets from the Submarine Training Facility, thus preparing these Sailors for IUSS operations as well as acclimation to their first duty station assignment. Upon

completion of their training, we realized that we had been fortunate to receive Sailors who were excited, motivated, ready to accept new challenges, and who would later far exceed our expectations. Through the next two years, these Sailors qualified as External Communicators, Sensor Operators, Tracker/Reporters, and Watch Supervisors. Many have earned honors as Sailors of the Quarter and of the Year, IUSS Specialist, Enlisted Information Warfare Specialist, and advancement to higher rates. Those who immediately excelled in watch floor operations were designated to serve as trainers and mentors for both their peers and fleet STGs who were new to IUSS operations. Capitalizing on their superior efforts, our goal to retain experience came to fruition as opportunities for some of these Sailors to serve a second tour in IUSS Operations became available.

This successful endeavor was rewarded with a second group of STGs being sent to NOPF sites. This new group has large shoes to fill, but with the same mentorship and guidance from their leaders, they will safeguard our future maritime security and ensure “No Sanctuary in the Deep.”



**NOPF's A-School Students From 2014 (Left to Right)
PO2 Gordon, PO2 Northup, SN Munoz, PO3 Grayhill, PO3
Cane, PO2 Mooneyham, PO2 McCabe, PO3 Teare**



**NOPF's New A-School Students (Left to Right)
PO3 Perez, PO3 Gardner, SN Deland, SN Hernandez, PO3
Barco, PO3 Flores, SN Webb**

IUSS Short Stories

San Salvador 1954-55

By Richard Ehrenberg, ex-LTjg, USNR

I arrived on San Salvador Island sometime in late September of 1954 after a very cursory training period at SERVLANT located at LITTLE CREEK NAVAL BASE, VA. At the time the CBs were still in the process of finishing the NAVAL FACILITY. The catch-basin had not been paved so there was limited or no running water. Mess trays were rinsed and washed in garbage cans. The heads were old-fashioned outhouses overlooking the water. The facility consisted of a number of old-fashioned Quonset huts.

I was the communications officer and the fourth officer to arrive on station. C. L. Redman was CO, Jim Fiorello was XO, Larry Lavin was 1st LT. Sometime in early 1955 we were joined on the base by two Coast Guard officers and a few enlisted men and a strange looking trailer which housed something they called LORAN. I didn't understand much about LORAN (long-range navigation system) until I bought a sailboat in the 70s.

The evening ritual in the wardroom was three or four rubbers of bridge, followed by a bad movie and accompanied by a couple of beers. There was no point in going into "town" as there wasn't much of a town to visit. I left the island in September 1955 and was discharged at that time.

Keflavik Iceland Today

By Mark Kohlman, OTMC (Ret)

My wife, Susan and I just returned from an 8-day tour of Iceland. I was not stationed there, but I know many who were and I got to see some of the places they mentioned seeing while they were there.

We landed at the same airport in Keflavik and passed what used to be the NATO base on the left heading to Reykjavik. It was talked about enough to let me know many Icelanders fondly remember the Americans that worked there. We saw many of the places I would have seen if I had been stationed there including: downtown Reykjavik with its harbor, churches, city hall and swan lake; the Golden Circle - Gullfoss Waterfalls, Thingvellir National Park and the rift valley. We traveled back road drives with the most spectacular hills, glaciers and scenery, including many roadside settlements and churches.

Other things to do and see are the Puffins most of the year, the city of Akureyri, the Myvatn Nature Baths, whale watching cruises, hiking, and the geysers.

I submit this info to remind those who were stationed at Keflavik to remember a place of intense natural beauty and rejoice that you had the opportunity to see it at someone else's expense. Hey, you even got paid to be there! If you didn't get to see it due to being stuck in the barracks, go see Iceland now. All of the same natural wonders are still there and working, even the reliable geyser.

Grand Turk Revisited

By John Reid, CDR, USN (Ret)

I reported aboard U. S. NAVAL FACILITY GRAND TURK in 1966 fresh out of the Green Door, Key West and served the tour as a watch officer before heading to KEFLAVIK. I have wanted for many years to return and, much to my surprise, my wife Katie planned a trip to Grand Turk for my 75th birthday. Thanks to United Airlines our trip was delayed by flight problems and we missed our connection to Grand Turk (worse than the range liner). We finally got to GRAND TURK the next day by small plane and landed at an actual airport with terminal, a far cry from the 60s.

Fifty years later not much has changed. Front Street is still the same until a cruise ship arrives and then lots of tacky little booths open to sell junk nobody needs. There are several new government buildings in town as Grand Turk is still the capital. The government has brought good jobs to the island so unemployment has decreased. The Naval Facility is still standing in various states of repair. Some buildings are being used as a community college and others are falling down. The Air Force compound is used as a government support facility and electric generating plant for the island. The cruise terminal is close by.

We stayed at the Bohio Dive Resort which is a very nice facility operated by a Canadian couple. They showed us a great time on and off the water. We rented a gas golf cart and traveled most roads on the island. The general scene is depressing. A huge building boom was started on the Island in the 2000s but went bust in the downturn in 2008. Many very nice facilities and houses lay vacant 80 to 90% finished and are starting to decay. It does not appear that this will change much any time soon. Of all the East Coast Facilities, Grand Turk remains the least developed.

“OUR BOOK”

1969 – NAVFAC CENTERVILLE BEACH - ANOTHER ACT OF KINDNESS

By Ed Smock, OTCM, USN (Ret)

The young wife of an OT3 was killed driving out to the base and her Mom was there to take her home. We were in the funeral preparation stage when her Navy allotment check arrived in the mail. They did not have direct deposit or a bank account and the money was desperately needed.



Treacherous Road to Centerville

In those days, one normally had to cash checks in person at a local store or bank. The dilemma was how to cash the check in town when everyone knew she had passed away. I took the unsigned check to see if I could convince anyone in town to cash it under those circumstances. I went into the first store that I saw was open, a liquor store, where the man behind the counter heard me out and without hesitation cashed the “semi-forged” check.

1966 – NAVFAC SAN NICOLAS ISLAND – NAVY CHIEF HALTS VANDENBERG AFB MISSILE LAUNCH

By Ed Smock, OTCM, USN (Ret)

During a launch countdown at the Pacific missile range by Vandenberg AFB, the waters around San Nicolas Island are monitored, as the island is part of and in the path of the missile range. This day, we were watching the launch on closed circuit TV when they called for a “hold” in the countdown. They had an intruder in the water off San Nic. A jet was sent out to the area and it dove down toward a small fishing boat numerous times trying to get the fisherman’s attention. The camera then zoomed in on the area and there sat “Our Chief Storekeeper Brown”. He was just sitting there fishing and waving at the jet. We laughed so hard it hurt.

The Chief had no idea what they were trying to tell him. He continued to fish and as darkness would soon interfere with the launch, it was cancelled. All that prep, ships, aircraft, people, etc., was wasted. The Chief, and all of us, were again warned to make sure the area is clear before we go fishing.



1964 – BARBADOS: SO CLOSE TO MAKING CHIEF BUT THEY HELD IT FROM ME

By Bob Farver, SOC

I had taken the Chief’s exam in early 1964. In April or May I was notified in the barracks one afternoon that the Ops Officer, LT Henry Rempt, was looking for me. So, I called him and he congratulated me on passing the exam for Chief Sonarman. The next comment he made floored me; he said: “you were quota’d out”, which meant even though I passed the exam I wouldn’t be advanced. Shortly after that I was transferred from Barbados to a school and then an Ocean Minesweeper (MSO) homeported in Charleston, without the advancement.



While on leave and before arriving in Charleston I received a telegram from Ed Smock letting me know I had been picked up on the June supplement and giving me the issue date for *Navy Times* that listed me for SOC. Neither I, nor the commands to which I had been ordered, ever received any word from Barbados regarding this advancement. The CO of the school called me from class one afternoon and, while we were conversing in his office, he called BUPERS and received verbal authorization for my advancement.

1965 – ASW EXERCISE - INTRUDERS AND SURVEILLORS

By Phil Brown, STG2, USN

There was, and still could be, an exercise area west of San Diego named the Julie Jez One Area. This was a rich contact area for NAVFAC San Nicolas as there was almost constant submarine activity taking place in this restricted area of the ocean.

In 1965, the NAVFAC was involved in an ASW Exercise named Intruders and Surveillors. This was a several- day exercise involving a surface ship Battle Group and four fleet diesel submarines. The objective was to have the submarines attempt an attack on the Battle Group. Three of the submarines were powered by FM-10 engines and one had GM V-16 engines. The GM V-16 was the USS MENHADEN (SS 377), pictured, and the FM-10's could have been the USS SPINAX (SS 489), USS SEGUNDO (SS 398), and USS TIRU (SS 416). The Op Order stated that two of the boats were to act as intruders and attack while the other two would surveil and provide attack data while snorkeling.



During the exercise the VP squadrons from North Island San Diego sent several aircrew (AT and AX) AQA operators, to San Nicolas as observers. This was their first time at a SOSUS site. Needless to say they were impressed with the detection, analyzing and tracking capabilities. During one period of the events, as Watch Section Supervisor, I told one of the Readers to “grab a TARF and write up the MENHADEN, it just abrupted in on bearing 195.”



A little later one of the aircrew operators called me aside and said “We are really impressed with how good you guys are, but how do you identify them by name”.

I just laughed and said “training”. I did not tell him that there was only one GM V-16 in the exercise area.

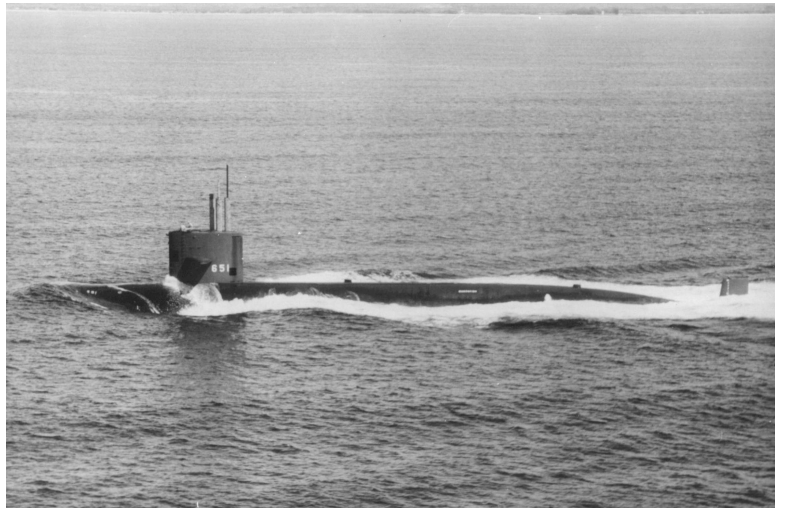
1967 – USS QUEENFISH (SSN-651) SEA TRIALS (SOSUS WINS)

By Phil Brown, STG2, USN

In 1967 the USS QUEENFISH got under way from Bremerton, WA, to conduct sea trials. She was to operate in the vicinity of the NAVFAC Coos Head array location. We received an Op Order from COMSUBPAC via COSP to collect all detection data, analyze, and prepare to critique the QUEENFISH crew at a later date.

The trials lasted several days with the QUEENFISH doing every maneuver conceivable. As you can imagine, since they had the latest boat out, they thought they were “running silent and deep”. That boat looked like a freight train. We had everything continuously for the entire exercise.

It was my responsibility to do the post analysis, organize and present the brief as our Ops Officer was a fleet type and new to the system. When the QUEENFISH contingent arrived consisting of the CO, Ops Officer, and Chief Quartermaster, I started the brief showing composites of detection data aligned with grams and maneuvering board solutions. At first the CO was in denial that this was his boat and actually became belligerent. This is when I added more detail to the brief such as the machinery, etc.



The Chief Quartermaster then interceded and told the CO that he and the Ops Officer were tracking our findings against the ship's log and all was correct. Needless to say the CO was not happy but thanked us for a comprehensive critique. Upon leaving the CO stated that they had much work to do. We later packaged the data and forwarded as per COSP standing instructions. Our Command got a very nice letter of thanks from the QUEENFISH.

1968 – SAN SALVADOR, BAHAMAS - “MAYDAY! MAYDAY! MAYDAY!”

By Mike Weir, STG2

Most of our supplies came in via “MIKE” boat - Landing Ship, Medium (LSM) - so it was a signature we all knew well. The MIKE boat had arrived that day or the day before and had offloaded all our supplies. I was standing the Midwatch when the Communications Supervisor came running out of the Comm spaces saying the MIKE boat was in trouble. He had picked up a MAYDAY from them and they were saying they were going down.



LSM 297 out of Miami beached on San Salvador, BWI to supply NAVFAC-106

Granted, we pay much closer attention to the MIKE boat on its way in to the island, but no one had passed down any word that it had left. We reviewed all the beams quickly and could not find the familiar signature. We turned our Comm's radio up so we all could hear: “MAYDAY, MAYDAY, MAYDAY, we are going down!” We then called the Coast Guard to make sure they were getting the distress calls. They were, but they had no idea where the boat was.

We decided to send a man to the harbor to find out when the boat had left. On his way to the harbor he called in to tell us he could see the MIKE boat - it was in the harbor going around in circles. The Coast Guard immediately sent a search party out to the boat and found the entire crew “dead”; dead-drunk that is. Needless to say we didn't see that boat Captain again.

1968 – “M BOAT” PROBLEMS NEAR SAN SALVADOR

By Baker Peebles, CAPT, USN (Ret)

I was called from my quarters to Communications one evening, where I heard a most dramatic announcement over an international distress frequency from the skipper of a southbound “M-Boat” that he had run his ship aground near San Salvador Island on an uncharted reef, had ordered his crew to abandon ship and was about to commit suicide.

I answered and assured him prevailing currents and winds would probably bring his crew ashore on the north end of the island and we would start a rescue party that way immediately. After another dramatic statement that he was going to take his own life, the frequency became silent.

Mustering a rescue party, we headed for the spot where we thought his crew might drift ashore. After plowing through acres of limonea bushes we reached the spot only to see a ship grounded on a small beach with deck lights ablaze and crewmembers walking about.

Sure enough, it was the distressed ship and the skipper and his crew were as “drunk as skunks.” We went to the wheelhouse where the skipper showed us his “defective” chart, that didn’t show a reef. As he described his course and plot, it never occurred to him he was looking at the chart upside down. No mention was made of his threat of suicide.



**M Boat Western Adventurer
Seen Here in Grand Turk in 1962**

We waited around until high tide and the several gallons of black coffee downed by the ships crew seemed to ease the situation. The last we saw of the vessel it was headed to sea toward a beautiful sunrise. Breathing sighs of relief and disgust, the “rescue” party returned to base and made a report to all concerned before hitting the sack.

About 0830 the gate called to report that the local Constable wished to see me at once. I had him sent to my office where he informed me that the ship we thought was on its way had returned and grounded again near where he had gone aground the night before. Once again we found the ship and, sure enough, they had “hit the bottle” even more. This time we “ordered” the skipper to back down from the beach and head for the pier near the base. By this time captain and crew had sobered enough to listen to reason and complied.

Later, a northbound M-Boat tied up alongside and its 1st mate took command of the wayward ship for the trip back to the Cape.

3 JAN 1965 – COUPLE RESCUED FROM THE SEA BY NAVFAC BARBADOS CREW

By Ed Smock, OTCM, USN (Ret)

Official Navy release (condensed): Don Hessener and fiancée Margot Sorelle from Louisiana were washed to sea from the Animal Flower cave on the Atlantic side of the island (time 1600). OOD LTJG Jim Stalter dispatched 18 crewmembers to the scene to render assistance. U.S. Navy aircraft from Trinidad and 3 local light airplane club aircraft reported to aid in the rescue. The aircraft dropped life jackets and an inflatable raft; however, because of the rough sea and wave action (in excess of 30 ft.) these could not be reached by Don and Margot. At 1730 they were drifting SE at about 4-5 knots and farther apart from each other. As darkness fell all the cars we could muster were pointed seaward with lights on to give a little hope to the victims and to show that we had not abandoned them. We spread out and moved down the coast accordingly.

At about 1830 a cry for help was heard from the dark, noisy sea; it was Margot. In the dark, we scaled down a 40-foot cliff to the small 100-foot sand beach below - all of the surrounding area was cliff and rock. We formed a human chain to reach out into the water. We reached her, and soon Don was heard and rescued in the same manner. Margot's comment as she was being carried back up the cliff by Chief Smock was "Thank God for the Navy!"

The rescue party included: The XO LT Jarwin, LTJG Grzbowski, ENS Jawidzik, Chief Petty Officers Smock, Abel, and Leonard; First Class Petty Officers Heath, Coggon, and Fountain; Second Class Petty Officers Motley, Dornig, Price, and Tompkins; Third Class Petty Officers Carter and Luck; and Seamen Hensley and Cannizzo.

Don and Margot were treated by our Chief Hospital Corpsman "Doc" Leonard. They returned to Barbados for their wedding and we were all invited.



ENS Jawidzik and wife, LTJG Grzybowski, Mr. and Mrs. Don and Margot Hessener (center), (couple ?-sorry), Leola and Ed Smock, Doc Leonard (right) – Barbados 1965

Argentia Today

By Anne E. MacFarlane, LCDR, USN (Ret)

I settled in a small town on the "Southern Shore" of Newfoundland, called Witless Bay, just 30 minutes from the City of St. John's. We have been building our house over the past 5-6 years and it was finally finished last October. I'm still figuring out my health care and other challenges associated with an American living in Canada, but all small things compared to the many benefits of a stress-free existence among great people. I was able to vote early so have all that nonsense behind me. I remain an employee of SAIC and will return to D.C. to manage projects from time to time and expect I'll be back in January for a major milestone event. In the meantime, I've got plenty to keep me busy.

I made a trip to Argentia the end of October this year. Very little remain of the base many of us once loved. Appearances have changed even in the past 3 or so years since I last visited. There was no real sign of "life". Happened upon a truck here and there traveling the backland roads - many of which have been re-routed and worn. We drove in all areas that were accessible and while we could see Site Sam, the roads had been changed enough that made it impossible to get to the actual site. The road to the Ops building is now open down as far as the last bend in the road before the T-Building. I got as close as I could to take a picture. Regret that there wasn't anyone around to talk to and find out what goes on around the place... really was a ghost town.

Entering the former base I was greeted by two signs leading to what was the main entrance and is now known as the Port of Argentia. These two signs pretty much summarize what is left... The Argentia RV Park and Argentia Industrial Park. There is very little in-between.



Entrance Signs As Seen From Highway 100



**Main Entrance As Seen Leaving The Area
The Two Entrance Signs Can Be Seen Near The Main Road, Highway 100**

Whether on our way to Placentia to enjoy an evening at the Silver Dollar or LaFontain for a beer, Hoi Pun for dinner, or a trek across the TCH for a day in St Johns, we all took the same route off the base. The view remains the same today as it did on the day of our final official departure on 1 Oct 1994.



The Entry To The Port Of Argentina
The Familiar Guard Shack In The Background Remains Inside The Fenced Area.
At Right Is A Close-Up Of The Guard Shack



The Club, Theater, and MRW Building Is Now The Port Of Argentina “HQ”



The Ops Building Could Only Be Viewed From A Distance

The access gate that was in place just after the underpass leading to the TE Building on Cooper Road is open, however a controlled access gate now exists just prior to the last bend leading to the Ops building. This picture was taken about a half mile away.



A. L. Bristol DOD School

The A. L. Bristol DOD School has seen far better days and is definitely showing its age. Note that the softball field where many championships were won is no longer visible.



Road To The Club

Finding our way back from the club on a warm summer evening or returning from a section sledding party on a cold winter night, this view would reveal the 10-story CBQ - our home away from home.

After a long mid-watch we would make the familiar drive up the hill towards the CBQ where the Newfie Bullet train trestle once passed over. Many a snowy day we also slid down this same hill on our way to watch!



Site Sam Road Gave A Great View Of Mae West

While much has changed in Newfoundland since the base in Argentia closed in 1994, the kindness and genuine caring of her people has not. Unselfish, giving, trusting, loving... so refreshing to live among folks who freely give all they have to help all in need - even when they themselves may be the one in need. I love that this is a place you can come and just "be". You don't have to be anyone or anything - you are free to just be you and enjoy life. Newfoundlanders continue to see the best in everyone and everything and are grateful for what each day brings.

On the way back from the base we swung through Fox Harbour where Terry Clower (OTAC, Ret) and his wife Ellen live. Terry has retired from his job on the base and recently bought a nice powerboat to spend some time refurbishing and relaxing.



Terry Clower (OTAC, Ret) With His Boat

Below is the official anthem of Newfoundland and Labrador. Adopted in 1980, the first province to do so, the "Ode to Newfoundland" is still sung at public events to this day as a tradition. Traditionally only the first and last verse is sung.

Ode To Newfoundland
By Governor Sir Cavendish Boyle
1st & 4th verses

*When sunrays crown thy pine-clad hills and summer spreads her hand,
When silvern voices tune thy rills, we love thee smiling land,
We love thee, we love thee, we love thee smiling land.*

*As loved our fathers, so we love, where once they stood we stand
Their prayers we raise to heaven above, God guard thee Newfoundland,
Got guard thee, God guard thee, God guard thee Newfoundland.*

OTA1 Traci Cox

Story and photo by JO2 Tim Boyles

The road to building 2700 at Naval Air Station Whidbey Island, Wash., takes you from the base's airfields to an area devoted to oceanographic systems.

Far from the A-6 and EA-6B aircraft, maintenance hangars and all the pilots, navigators and repair people — yet close enough to hear the roar of jets — this corner of the base was, at one time, devoted to the recreational aspects of Navy life such as softball, camping, cookouts, beach-bumming and other leisure time activities.

Ocean Systems Technician Analyst 1st Class Traci Cox travels the road daily. The Naval Facility in building 2700 where she works is like a classroom. The subject of study covers 75 percent of the world's surface — the oceans.

"We're trying to better understand the ocean so Navy people who work there can do their jobs better," Cox said.

The OTA rating is relatively new to the Navy. According to Lt. Cmdr. Larry Walker, executive officer of the year-old facility, it was not developed until the mid-1950s, when the Navy recognized the need to better understand its operating environment.

"The knowledge just didn't exist before," Walker said. "We knew very little about the ocean."

Cox said OTAs are basically researchers. "We're interested in acoustic transmissions in the ocean and how they are affected by water temperatures, salinity, currents and other factors."

Hydrophones on the ocean floor gather such information. Collected data is fed to naval facilities for analysis. Previous research has shown

that each ocean noise, generated in or by the ocean, creates a distinct sound pattern. OTAs are responsible for finding out what effect the ocean environment has on these sounds.

Information collected by Whidbey Island Naval Facility, one of five West Coast NavFacs, is fed to an evaluation center on Ford Island, Hawaii, for distribution to fleet users, Cox pointed out. Norfolk serves as the evaluation center for the six East Coast NavFacs.

Cox talks about her job, and about the ocean itself, with obvious excitement.

"There's something to learn every day," said the 28-year-old Florida native.

By early afternoon, her uniform shows the effects of the day's work. On an otherwise impeccable summer uniform, there are a series of marks from pouring over "enough paper work to wallpaper an average-sized room." Cox said, "It's a real



drag working in whites."

In her job as the leading petty officer for the quality assurance branch, Cox is responsible for reviewing data collected by the previous evening's watch.

"We're kind of like watchdogs," she said. "We're responsible for making sure the work the watch section does is correctly filled out and sent to the evaluation center in a timely manner." Laughing, Cox said, "Everyone hates us."

Her XO has high praise for Cox. "I think she's an outstanding petty officer," he said. "I've seen her advance from apprentice analyst to senior subsystems operator to the watch coordinator of the whole shooting match."

Because they number about 1,500, OTAs and their systems officers often find themselves working together at different duty stations. Cox and Walker previously were stationed at Ford Island. Walker said that, based on his previous experience working with her, Cox was handpicked to be a member of the new facility at Whidbey.

Cox said the OTA rating is a highly technical one. Training and evaluations continue constantly — even after graduation from an 11-week "A" school.

"We have to prove ourselves over and over again," Cox said. "Every time we report to a new command, we're tested on our rating knowledge and ability."

This testing is done by referring to a series of oceanographic qualifications standards. Cox compares these to the personal qualification standards administered in the fleet.

"OTs can't afford to be stagnant in their technology or the way they process information," Cox said. "We're studying the ocean, and it's changing every day." □

Boyles is assigned to PAO, NavAirRes-For, Whidbey Island, Wash.

My Post-NAVFAC Grand Turk Hobby

By Jeff Dodge, GS (Ret)

NAVFAC Grand Turk was my first duty station after OCS, Crypto School and "O" School. I was stationed there in 1966-1967. There are many stories I could tell about my year there, but this is about a hobby I developed because I was stationed on Grand Turk Island.

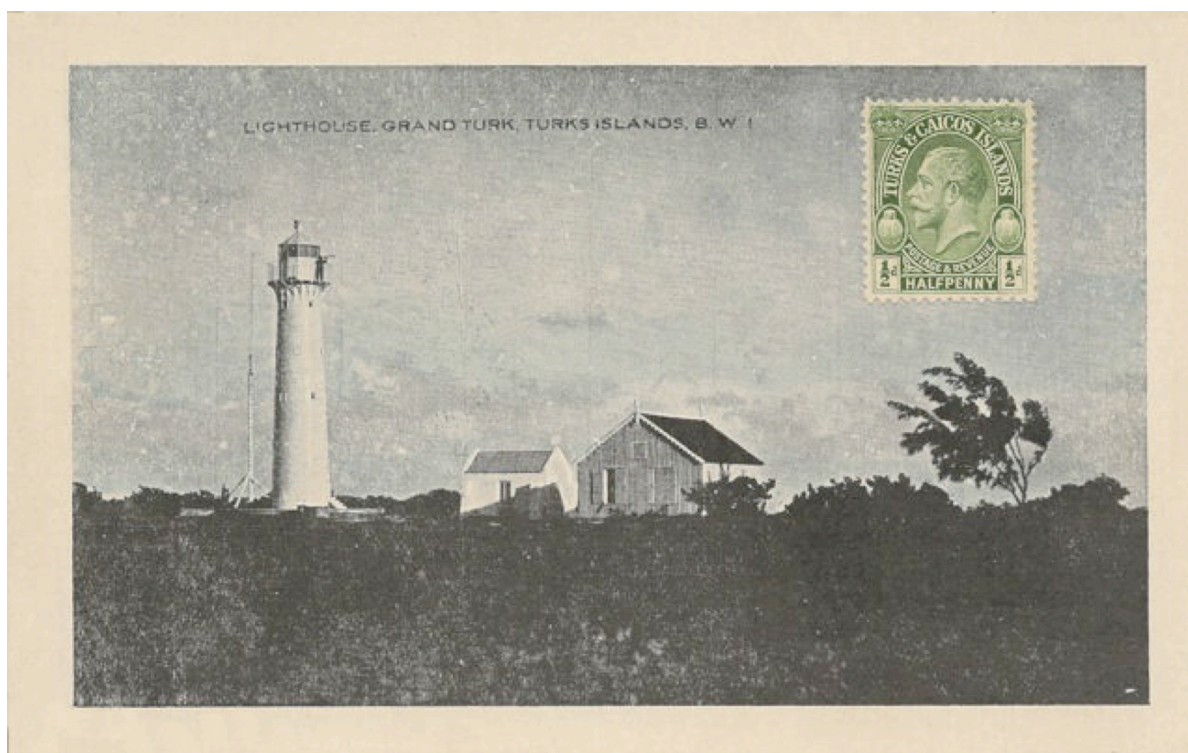
In 1994 my wife and I visited Grand Turk as tourists, drawn there by the SCUBA diving opportunities and my curiosity to revisit the Navy base. I must say I was surprised to learn that at that time the Navy base was being used as a prison for women. The prisoners were housed in what had been the enlisted barracks. Fortunately, the Admin building, BOQ, and T-building were vacant, so I was able to go through them.

Since that first visit, my wife and I have visited Grand Turk 3 or 4 more times. On one of these trips, we met the director of the recently formed Turks & Caicos National Museum (<http://tcmuseum.org>).

During a visit to the museum, I was taken by their collection of early photo postcards of the islands. In fact, a few years later, I began collecting these postcards myself.

Over the last 5-6 years I have amassed a fairly complete collection of photo postcards of the Turks & Caicos Islands dating from 1904 - 1935. Collecting these postcards caused me to learn about the history of the Islands during this time period and who took the photographs, published and printed the postcards. I've met many interesting people as a result of this hobby including a past director of the T&C Museum, the editor of a German postcard magazine, and other postcard collectors.

To preserve my collection for the future, I self-published a 64 page book. Here are a few interesting examples of these early postcards - all printed before 1921.



**Lighthouse built in 1852 located next to the NAVFAC. It was initially lit by kerosene lamps.
Postcard printed circa 1920.**



**Very early photo postcard of the American Consulate on Grand Turk Island – 1904.
In the 1960s this building became the Turks Head Inn (www.turksheadinn.com).**



**Celebrating in front of the Victoria Library.
Probably a “Holiday” celebrating the crowning of King Edward VII in 1902.
Postcard printed in 1910.**

Assignment COMOCEANSYSLANT 1977 - 1980

by Dick Rentner, CWO4, USN (Ret)

After leaving NAVFAC Keflavik in August of 1977, my family and I returned to Virginia Beach, VA. I was to resume the exciting life of being on the Staff at COMOCEANSYSLANT again. After Kef, any duty station would be less tumultuous. Upon reporting in, I was assigned to a duty section, but I immediately started working my way back into the Analysis Shop. The Operations Officer wanted me to relieve the Data Processing Officer, but I declined the offer and again requested assignment to the Analysis Shop. After a few more months on the watch bill, the Ops Officer relented and I went to work where I knew I would be happier.

Things at COMOCEANSYSLANT hadn't changed much except for the military personnel. The civilians assigned to Analysis were the same as when I was there two years previously. I was assigned to a desk in the Analysis Shop and on it was a small monitor with a built-in keyboard. The system was strictly a word processor, no pictures. I learned from a DP3 that what I typed in would be sent to the World Wide Web and that I should every few minutes "punch the Save button". What I saved could then be recalled at any time for revising and could also be printed out in letter size pages.



The DP3 also told me that if the unit stopped working that I should call her and she would "reboot" it for me using a small tape cassette. When that happened, and believe me it occurred almost daily, that little cassette went back and forth for about 30 minutes rebooting. She then helped me rearrange my desk so that my back was against the wall and the monitor could not be seen by anyone entering the room. She also whispered that I could play games on the machine, but that I shouldn't get caught doing it. I was a bit shocked. Can you imagine, a CWO4 playing games during working hours?

So this was my new world, sitting at a desk typing in data obtained from all the Atlantic NAVFACs during the previous month. The report was titled "COMOCEANSYSLANT CNO REPORT" and was a compilation of data, previously delivered as yards of folded computer printouts, that was sent to the Chief of Naval Operations (CNO) and many other commands. I was to humanize the version, in other words, make it compact and readable. The DPs would bring me the computer printouts from their data processing equipment and I would do my

own processing and type the selected data into my little computer. I developed a format to follow and from then on all I had to do was add, delete, or modify the inputs. I would then have a finished "Monthly CNO Report". I would print out a copy and submit it with a cover letter to the Commodore for his signature. Multiple copies would then be printed and all the Department Head secretaries, including the Commodore's secretary, would gather in the conference room and walk around the large table to collate the 50- to 60-page report. Copies would then be double wrapped and mailed to various commands, with two copies to the CNO.

Meanwhile, I would be sitting at my little computer in my corner of the backroom of the Analysis Shop typing out the next month's report. But of course, there were also those games. Now, they weren't anything like the video games played now since there wasn't any video on the computer. One game I remember depicted a simple duel between two spaceships. I controlled my spaceship's speed, direction, and weapons by typing in certain letters. The computer controlled the second spaceship and always disintegrated me. It really wasn't much fun, but it took my mind off what could at times be tedious work. And for the next three years, I enjoyed the freedom of no one ever bothering me, probably because most people at COSL didn't really know what my role actually was. In fact, the title given to me by one of the OTs was "retired on station".



But new technology wasn't always just a diversion from my tedious job. Sometimes it was my job. One morning when I arrived at COSL, I found what looked like an ordinary o'scope sitting on a table next to my desk. I was informed that I was to evaluate this new piece of equipment that would possibly replace the lofargrams. I previously evaluated new ideas and equipment thought up by civilian contractors when I was assigned to Destroyer Development Group 2 in the 1960's, so this was right up my alley. Believe me, some of those ideas that I helped evaluate were really dumb, but many had great potential and a few were eventually incorporated into the military. This o'scope looking equipment had several adjustable knobs and a rectangular shaped green scope that was referred to as a waterfall presentation. It was connected to a large electrical cable going under the floorboards, my assumption being that there was a tape recorder elsewhere. I was to tweak the

knobs to get my best opinion of the settings of contrast, spacing, speed, etc., and evaluate the probability of evaluating contacts similar to reading the lofargrams. I played with it for several days, taking notes and just plain old killing time like another new toy. And then one morning my plaything was gone. I was told that others were asked to do the same task I undertook. My major comment had been that it needed to have a larger scope to allow for the operator to see a longer time period. I later heard that this was also the consensus of opinions among other evaluators as well, but I never actually found out whether this waterfall type presentation was ever incorporated into the system.



The Officers, Chiefs and POIs assigned to Analysis were required to stand "Duty Analysis Officer", which consisted of being on call in the rare occasion that the

Watch Section required assistance in their target evaluations. Believe it or not, the Duty Analysis Officer's "verbal instruction" was to ensure that the fish in the Analysis Officer's Fish Tank were fed once a day. This meant that even though the Watch Sections performed their jobs very efficiently, feeding fish wasn't officially on their list of things to do on weekends and holidays, so unfortunately it fell to the Duty Analysis Officer. Now, I enjoyed meeting and conversing with the Watch Standers as much as anyone, but driving all the way in to work to feed the fish was a big waste of time.

As you might conclude so far, the real stress from these years was undertaking the drive to and from work. Traffic was extremely heavy during rush hours. Accidents on Interstate 64 were commonplace, even in good weather, but Virginia drivers are not particularly used to snowy conditions, so winters were even worse. Because of this, the Analysis Shop was given the privilege of working flexible hours, set at 6am to 3pm, thus allowing us to avoid the rush hour traffic. Another benefit was to give the Duty Analysis Officer time to compile a synopsis of the prior day/weekend for the Analysis Officer's morning report. Working these hours was great for being with my family, going to evening classes, or working a part time job to make ends meet.

This flexible schedule allowed me to get my college degree. I was going to St. Leo College off-campus classes at noontime in CINCLANTFLT Compound and in the evenings at LITTLE CREEK NAVAL BASE. I made a promise to myself to get my degree before any of my four children. I succeeded in doing that, earning a BA in Business in 1980, when my oldest child was in her sophomore year. And in order to put my kids through

college at the same time, I held a part-time job at the local hardware store working on weekends and evenings, when I didn't have a class.

When my transfer time was approaching in late 1980, I contacted my Detailer and he offered me two choices: an aircraft carrier out of Mayport, FL, or another billet which, I learned from a conversation with the CWO I would be relieving, consisted of constant travel to all points on the earth where aircraft carriers were deployed. I didn't find either billet enticing, so I deduced the Navy no longer needed my services. I looked forward to a new career in the civilian world, which eventually led me to being the Quality Assurance Manager for a Naval Architectural firm designing sport fishing boats, yachts, megayachts, and small military units for various countries.

On November 1, 1980, I retired from the U. S. Navy after over 24 years' active service. I had served on two ships, first on the USS BROWNSON (DD 868) as an STC, and then on the USS BELKNAP (DLG 26) as a CWO2. Yet the most rewarding service was my 15 years in SOSUS at NAVFACs GRAND TURK 1957-58, CAPE MAY 1958, NANTUCKET 1958-62, and KEFLAVIK 1975-77, plus COMOCEANSYSLANT 1971-75 & 1977-1980.

I still keep in touch with many of my Navy friends, but I only returned one time to the Analysis Shop at COSL after retiring from the Navy. It was several weeks after retiring that I received a call from a previous Analysis shipmate who asked me to apply for a civilian position that just opened up in the Analysis Shop. He said it was a GS-11 position and the government required at least three people to apply for the job to make the bid legal, and it required an interview. I had already taken a position working at a local company, but I readily agreed to comply with his unusual request. There were three of us waiting to be interviewed that morning: myself, a retired COSL Chief Radioman, and OTCS Stan Carmin, who had retired from COSL the same day I did. I struggled through the interview given by a couple of OTs, LT Jack King (Ret), Ernie Castillo, and a government contract representative. I knew that I would not be selected, but I gave it my best. Stan was subsequently selected for that position and knowing Stan, I consider my efforts in this endeavor as a meaningful contribution to COSL, the Navy, and the country.

During the nearly quarter century that I spent in the U.S. Navy, I witnessed the growing pains of the SOSUS in the 1950s and 60s and the openings and closings of the many NAVFACs over time. I proudly served with many great people associated with the System -- civilian, officers, and enlisted. And it was these men and women of the System that made my military career so successful and gratifying.

The Good Samaritan of PACMILS

By Frank Dorsch, WECO/AT&T (Ret)

During the late-1950s and early '60s the Caesar Program was in a lull and, as a result, the skills and resources of the program were dedicated to designing and installing the Pacific Missile Impact Location System (PACMILS).

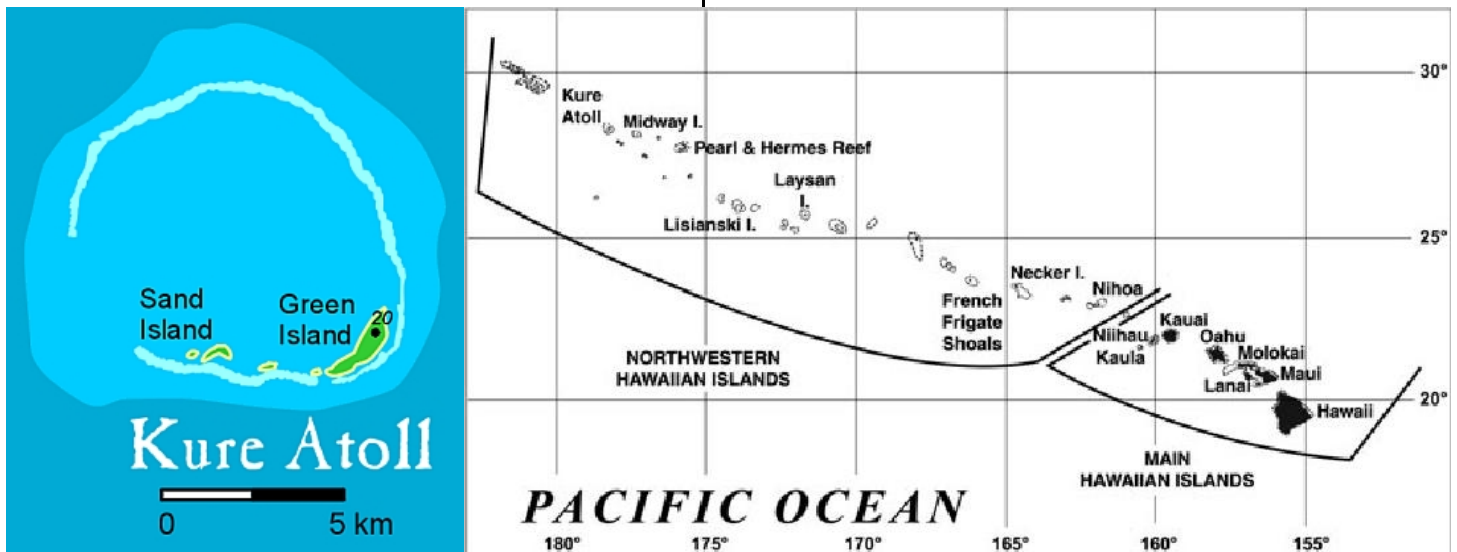
As a young engineer in the NAVAIDS section of the Western Electric (WECO) Caesar Program group, I was assigned to support LORAC SUPPORT TEAM 7, which was providing the mobile navigational aids being utilized to survey and install the PACMILS. (LORAC: Long Range Accurate radio location system.)

The exotic locations that were used as NavAid sites were Pearl & Hermes reef and Kure Island, both off Midway, as well as Wake Island and several sites on the Eniwetok Atoll.

landing craft we were then supported by a chopper operating out of Midway.

The Search and Rescue (SAR) crews stationed on Midway frequently utilized Kure as a radar target for practice flare drops, which is the background of this story.

On one of our deployments the SAR crew was practicing nightly flare drops over Kure. Some miles away, in a small sailing vessel, a young man and his mother, bound for Hawaii, saw the flares. The family had been living in Japan, but after the death of the father, the son decided to relocate himself and his mother to Hawaii. Believing the flares to be an emergency signal, he headed for Kure to provide assistance. Due to the reefs, he was unable to anchor close to the island so he decided to row his skiff the remaining several miles to reach the beach. Around dawn he landed and began searching the island for survivors.



Kure is a very small island about 55 miles northwest of Midway and is the last bit of land in the Hawaiian Archipelago. It is the most-northern coral island in the world. At the time, the island was uninhabited except for the birds and Hawaiian monk seals. The island is surrounded by a reef, which extends for several miles around the island. After being deployed to Kure by an LST and its

About this same time, I was on my way from the equipment tent to the cook tent in order to get a cup of coffee. I had been on the midnight watch and was about to be relieved. As I left the tent I heard this unusual noise coming from the surrounding brush. As I stared in the direction of the noise, out stepped the young man. He was very tired- looking and bleeding on his face, arms, and legs from the

scratches he encountered making his way through the brush. Before I could say anything, he asked; “What help do you need?”

I was amazed. There we were, noisy generators running, lights illuminating the area, the aroma of breakfast being made, me on my way to get a hot cup of coffee, and this guy wanted to know how he could help us!

After the initial shock, and over a hot breakfast, we listened to his story of their journey east to a new home, the flare sightings, and his attempt to provide assistance. We provided him with food and water supplies and “towed” him back to his vessel with our outboard-powered skiff, wished him well and saw him on his way, never expecting to see or hear from him again.

The next day our support chopper brought supplies and the crew told the story of how the Navy had captured this “spy” operating in restricted waters around Midway and that he was being detained. Our team just looked at each other in disbelief.

The Senior Chief and I decided to fly back with the chopper to see the CO and explain the situation. Needless to say our “Good Samaritan” was then released, fully provisioned, and sent on his way for his family’s remaining 1150nm journey to Hawaii.

Several months later I stopped in at the yacht basin in Honolulu and found that they had completed a safe trip and all was well.....in spite of being detained by the U. S. Navy as a spy!



Green Island in the Kure Atoll - 1971

Down Memory Lane

By George Widenor, OTCM (Ret)

Many Navy veterans reserve a special corner of a room for career-related memorabilia. For some, boxes tucked away on a top closet shelf or under a workbench contain interesting artifacts gathered along their career paths, and held on to for nostalgic reasons. Well I was no different, displaying the obvious items like my shadow box and retirement flag, but so many other, seemingly innocuous items were in this drawer or that, including an old shoebox with trinkets and items of all sorts.

With much from our past becoming unclassified, and the realization that we could finally become “publicly proud” of how we spent so many years in buildings without windows, it seemed fitting that some of these items be “brought out of the box”. I still remember with fascination the day that a lofargram actually appeared on a computer screen in my den. The generation of Smoky’s “Our Book”, and the emergence of the IUSSCAA website. The many insightful and thought-provoking articles published by Bruce Rule. These events all served to stimulate an interest in opening those boxes, and sort through the old stuff. I built a display shelf, and only regret that I didn’t build it larger. I do tend to hold on to more than most.





My Navy journey began in August 1959, and the SOSUS part of that journey started some weeks later on an early (very early) September morning as a Boot Camp counselor wrote my name on his quota sheet for Course 572 in KEY WEST. He couldn't tell me anything about the school or what I would be learning, but convinced me that I would love it. And although he didn't know what he was talking about, he was right.

So it began in KEY WEST, and continued for the next 22 years; SAN NICOLAS ISLAND, PACIFIC BEACH, ELEUTHERA, ARGENTIA, BERMUDA, HAWAII (COSP), KEFLAVIK and CENTERVILLE BEACH. Additionally I had TAD visits to ANTIGUA, PT. SUR, COOS HEAD, ADAK, BARBERS PT, MIDWAY, GUAM, NAS JACKSONVILLE and CNFJ.

At Jim Donovan's suggestion, I am submitting this article in the hopes of stimulating others to do the same. Where did your SOSUS journey take you? What memoirs do you still hold on to?

Not U.S. or Known Friendly

By George Miller – GS (Ret)

During my tour at NAVFAC Pacific Beach from November 1960 to June 1962, contact was held on a particular target that still brings back nagging memories. Due to the passage of years, some of the details are missing and some are foggy, but others are as clear as if the event happened yesterday.

It was on an eve watch, I believe, when the target began with a fairly slow knee start on a southwest bearing from Station WILLIAM. Later reconstruction would place it in an area some 100+ miles west of the mouth of the Columbia River. We reported the contact and simultaneously got a tape recorder going. After twenty minutes or so the contact abruptly shut down without any noticeable track. It displayed the fundamental and a couple harmonics of a 26-Hz cavitation blade rate.

The contact by itself wouldn't warrant much attention some 55 years later but it became much more memorable with what else happened later on that watch. That was when we received a report, from a P2V Neptune conducting a routine reconnaissance patrol out of NAS Whidbey, of a "disappearing radar contact." Their reported position corresponded exactly with our bearing - and the time was within a few minutes of our initial contact.

If either of these events had occurred in the absence of the other they could have been easily dismissed. But because they happened

simultaneously without either party being aware of the other's detection in real time, the argument supporting a valid sub contact seemed compelling. The question is—whose?

Feedback from PACFLT/SUBPAC was "Not U.S or known friendly"; however, this was a common response of the day, particularly if a "known sub" was involved in sensitive operations. The nagging memory of "whose" will always be with me.

For a U. S. diesel of that vintage a 26-Hz blade rate would imply propeller rpm of 390 rpm if 4-bladed, or 312 rpm if five-bladed. Research of online sources suggests a maximum expected shaft rpm of about 280 for U. S. diesels. If they were capable of rpms of 312 or greater, then a U. S. sub cannot be excluded.

A good fit, in this writer's opinion, would be a six-bladed Soviet diesel operating on battery at 260 rpm. If valid, it would represent the first detection of a Soviet-era submarine by Pacific SOSUS.

Footnote: Memories of others who may have recollections of this event are solicited. Although it could have occurred any time between Dec 1960 and Jun 1962 it most likely was sometime between May 1961 and May 1962.

PEOPLE NEWS – Winter 2016

News from active members of the IUSS-CAESAR Alumni Association.

Ex-USN JOHNATHON AMEY – Dartmouth, Nova Scotia, Canada. Served as Sensor Operator at NOPF Whidbey Island 2010-2011. Married to IUSSCAA member Samantha Noble, CF.

OTMC DAVID ANNIS, USN (Ret) – Colfax, IA. Served at OT FSS Key West, NAVFAC Centerville Beach, USS BRONSTEIN (DE 1037), ASWTRACEN Norfolk (2 tours), NAVFAC Brawdy (2 tours), USS GARCIA (FF 1040), SWDG Little Creek, VA, ASWOC Sigonella, Sicily, and NOPF Ford Island, HI

STS2/SS RIGO BACA, USN – Virginia Beach, VA. Serving at NOPF Dam Neck since 2014 in the Training Department as a training embed for the watch teams. Qualified up to Tracker Reporter (TR). From California. Recently married. In Navy 8 years as of July. Served in PACFLT aboard USS BREMERTON (SSN 698). Completed two WESTPAC/CENTCOM deployments, three EASTPACs, two RIMPACs, two SSC OPs, one SINKEX, and one MINEX. Also, I do photography outside of work.

CPL MICHAEL BARILLI, RAF – Virginia Beach VA. NOPF Dam Neck Jan 2014 - present. I am a supervisor for one of the watch teams at NOPF. Married to Johana, whom I met here in America.

Ex-OTA2 TERESA BLALOCK – Rougemont, NC. Served at COSL and NAVFAC Lewes 1979-84. Miss my Navy days and family.

Ex-USN JON BLANCHARD – Lake Charles, LA. Served at JMF St Mawgan 2002-05,

MACR GEOFFEY BROWN, RAF – Newquay, Cornwall, UK. Served at JMF St Mawgan as TACWO and Watch Coordinator.

Ex-OT3 STEVEN CARLSON – Moline, IL. – Served at NAVFACs Midway 1969-70, Adak 1970-71, and Cape Hatteras 1972.

STGCS THOMAS CHAVEZ, USN – Virginia Beach, VA. Serving as a TACWO at NOPF Dam Neck since 2016.

Ex-RM2 STEPHEN COLYER – Cordova, TN. Served at NAVFACs Argentia 1964-65 and Grand Turk 1965-67. Retired City Planning Director (PA then MA). Art Genealogy - Writing story of Confederate & Union ancestors.

OTCM DANIEL CUSHING, USN (Ret) – Naples, FL. Served at NAVFACs Cape May 1956-57 and 1959-60, Antigua 1957-59, Bermuda 1960-63, Grand Turk 1966-67, Coos Bay 1967-68, Midway 1968-70 and Eleuthera 1973-74. Worked as contract LOFAR analyst at ONI 77-85. Retired from BBN in 1998. With IBM we made a new SOSUS interactive detection system. Wife and I are doing OK for a couple of 80-year-olds. Went deaf. See Dan Sherman every once in a while, and play cards.

Ex-OTM2 JESSE DEPEW – Melbourne, FL. Served at NAVFAC Brawdy 1992-94 and NOPF Dam Neck 1994-97.

Ex-OTA1 NEAL and Ex-OTA2 MICHELE DOBBINS – Walla Walla, WA.

LCDR HOWARD DOVE, USN – Shawboro, NC. Served at NOPF Dam Neck 2014 to 2016 as Tactical Watch Officer and Assistance Operations Officer.

MR. TODD DUPREE – High Point, NC. WECO family member. Father was James Curtis Dupree. Worked at most of the NAVFACs in the world!

LTJG RICHARD EHRENBERG, Ex-USNR – Haworth, NJ. Served on Commissioning crew at NAVFAC San Salvador, BWI October 1954 to October 1955.

Ex-OT DEBBIE FEIS – Mount Vernon, WA. Served at NAVFACs Brawdy 1981-84 and Centerville Beach 1987-92, NOPF Ford Island 1984-87, and CUSP 1992-94. Married to Charles H. Feis III and have 3 children and 6 grandchildren.

Ex-OTA2 PATRICIA FORD-SEGERSTROM – Denison, TX. Served at NOPF Ford Island and CUSP 1990-94.

Ex-OT1 DAN FOREMAN – Corvallis, OR. Served at NAVFACs Bermuda 1972-73 and Keflavik 1973-74.

PO2/STGC EDWARD FOWLER, CF – Cole Harbour, Nova Scotia, Canada. Served at NOPF Whidbey Island 2002-06. Also served on board HMCS CHARLOTTETOWN (FFH 339) and HMCS TORONTO (FFH 333). Presently assigned to HMCS ST JOHN'S (FFH 340).

ETCM (SW) TIMOTHY FOX, USN (Ret) – Martinsburg, WV. Served at OTEC/OTM "A" School 1983-86. Retired from position as C-5 Galaxy flight simulator maintenance technician for WV Air National Guard. Amateur radio call sign KD8QOR.

Ex-USN CHARLIE GARDNER – Bradenton, FL. Served at NAVFACs Keflavik 1970-71, Eleuthera 1971-72, and Bermuda 1972-73.

LCDR EDWARD GINDER, USN – Virginia Beach, VA. Served at NOPF Dam Neck 2008-2011 as Tactical Watch Officer and Training Officer, and 2015 to present as Operations Officer.

COL WILLIAM GLASSER, USA (Ret) – Wyomissing, PA. Served at NAVFAC Argentia 1973-76 as an EA1/NC1 Command Career Counselor. Commissioned at Argentia, later USN JAGC, then transferred to Army. Retired as Colonel.

STG2 JUSTIN GORDON, USN – Virginia Beach, VA. Serving at NOPF Dam Neck since August 2014.

LS (WS SSM) CHRISTOPHER GRANGER, RN – Virginia Beach, VA. Serves at NOPF Dam Neck, 2015 to present. Royal Navy submariner 2007 to present: Leading Seaman (Warfare Specialist - Sensors Submariner).

LS WILLIAM GRAY, RN – Virginia Beach, VA. Serving at NOPF Dam Neck since Jul 2014.

DR. BRIAN GREGORY, AT&T – Granville, OH. Was with the AT&T Federal Systems from 1983-91. I was in the test room on board the ships. Married with two children. Currently a professor at Franklin University.

CTNC PATRICK GRIFFIN, USN (Ret) – Bel Air, MD. Served at FLEASWTRACENLANT 1991-92, NAVFAC Keflavik 1992-93, SUBTRAFAC Norfolk, VA 1993-94 and NAVFAC Brawdy 1994-95. Cross rated to CT in 1995. Retired in 2012 and is currently a DoD Civilian in the DC area.

CAPT MARK GUGISBEG, USNR (Ret) – Longville, MN. Served at NAVFAC Adak 1973 and COSP 1974-75. Active Reserve, Naval Reserve Intelligence Program, 1976-1998. Taught many Natural Sciences, grades 7 – 12 and retired 2005. Now hunts waterfowl all of Sept and Oct and “Snowbird” from MN every Jan and Feb, generally to NAS Corpus Christi, TX.

STG1 GINGER HALLOCK, USN – Chesapeake, VA. Serving at NOPF Dam Neck since 2015.

Ex-OT3 TOM HARDY – Hope, ME. Served at NAVFAC Point Sur 1971-74. Entered the Navy following completion of BS Biology degree from Univ. Maine, Orono (UMO) which precipitated interest in the Oceanographic Research rating at boot camp - little did I know... Following service, re-enrolled at UMO and completed second BS in Chemical Engineering, Dept for Pulp and Paper Engineering. In 1978 accepted position with Manufacturers Representative Sales Company in Massachusetts as a Sales Engineer selling engineered capital process equipment to Chemical, Plastics, Pharmaceutical, Pulp & Paper, and Bio Research activities. In 1998, following retirement of principal partners, became principal owner and managing partner of the company until retirement in 2006. Presently enjoy being owner-operator of family farm growing wild blueberries and Pick Your Own apple orchard near the Camden Hills on mid-coast Maine, where I grew up.

Ex-OT2 DENNIS HEATH – Crossville, TN. Ocean Systems Tech. FSS Key West, NAVFACs Grand Turk 1973-75 and Barbados 1975-78. Retired, married, 3 kids, 5 grandkids, 1 great-grandkid. 17 years as an aircraft mechanic with American Airlines, 7 years as vocational school teacher in electronics and industrial maintenance.

STS2 MICHAEL HIRSCH, USN – Virginia Beach, VA. Stationed at NOPF Dam Neck.

CDR AARON HOLDAWAY, USN – Virginia Beach, VA. Serving as Executive Officer, NOPF Dam Neck since 2015.

OTM1 KERRI HOLM, USN (Ret) – Ormond Beach, FL. Served at NOPF Ford Island 1988-91, FLTASWTRACENLANT/SUBTRAFAC 1991-94 and JMF St Mawgan.

Ex-USN MARLA JEAN HUISMAN – Minnetonka, MN. Data Systems Technician, served at NAVFACs Barbados 1978-79 and Brawdy 1979-81.

OTA1 LINDA (GYURE) JOHNSON, USN (Ret) – Battle Lake, MN. Served at NAVFACs Bermuda 1975-76, Keflavik 1977-78 and 1981-82, Cape Hatteras 1978-80, and Brawdy 1989-94. Also served at NOPF Ford Island 1984-85, ASWOC Keflavik 1982-83, and FLTASWTRACENLANT 1985-89.

LCDR STEVE JOHNSTONE, USN (Ret) – Jacksonville, FL. Served at NAVFACs Midway 1977-79, Bermuda 1979-81, and Coos Bay 1981-82. Also served at ASWOC Lajes, Azores 1982-85 and COSL 1985-86. Currently the Director of Information Technology at the Jacksonville Port Authority.

OTAC DAVE JONES, USN (Ret) – Chesapeake, VA. Served for 20 years in the IUSS.

OTAC JODI JONES, USN (Ret) – Front Royal, VA. Served at NAVFACs Brawdy 1979-81, Guam 1983-85 and Argentia 1988-90. Also served at NOPF Dam Neck 1981-83, NOPF Ford Island 1990-93, FLEASWTRACEN 1993-97, and in Japan 1997-99.

STG3 (IUSS) KARINA JUSTIZ, USN – Virginia Beach, VA. Served at NOPF Dam Neck 2014-16. Transferred to USS GEORGE H W BUSH (CVN 77) in August 2016.

MR. THOMAS KIMBALL – Ridgefield, CT. I'm the son of Chris Kimball, who had worked at Eleuthera and Bermuda for ONR - Office of Naval Research. I'm the admin for NAVFAC Eleuthera on Facebook.

OTAC CHUCK KLINE, USN (Ret) – Live Oak, FL. Served at NAVFACs Adak 1968-69, Argentia 1969-71, Coos Head 1971-74, Antigua 1974-76, San Nicolas Island 1976-78 and 1983-84, and Guam 1981-83. Battled and won bout with throat cancer. Retired and hit the road in RV. Saw major sights in Dakotas, Colorado, Montana, Idaho, Wyoming, Nevada, Arizona, New Mexico, and Mexico. Lived in Yuma, AZ for 6 yrs. Finally settled in Florida.

Ex-OT3 CARLA LASTELLA – Auburn, WA. Served at NAVFACs Point Sur 1979-81 and Keflavik 1982-83.

DR. CHARLES LENZMEIER, Ex-ETN2 – West Fargo, ND. Served at NAVFAC Grand Turk 1970-72.

CPO GRAHAM LEWIS, RN – Virginia Beach, VA. NOPF Dam Neck TC/TACWO 2015-Present (IUSS Pinned); T-Class SSN 1991-2015; Diesel P/O Boat 1988-91. Joined Royal Navy Oct 1988.

REV. SCOTT LEWIS, Ex-USN – Toronto, Canada. Served at NAVFACs San Salvador 1967-68 and Point Sur 1968-69, CNFJ 1969-72, and COSP 1972-73.

OTCM TERRY LOSEY, USN (Ret) – Redwood Valley, CA. Served at NAVFACs Bermuda, Guam, Coos Bay, Centerville Beach and Argentina.

CAPT KONSTANTINOS MALIHOUTSAKIS, MSC – Piraeus, Greece. Master (Commanding) USNS TAGOS/SURTASS ships from 1986 to 1999 in both Atlantic and Pacific Ocean AORs.

LT CDR GRANT MCBRATNEY, RN – Virginia Beach, VA. NOPF Dam Neck Current Operations Officer 2014-Present.

STS2 (SS/IUSS) COLIN McCLURE, USN – Port Orchard, WA. Served at NOPF Dam Neck 2012-16. I am currently on the USS OHIO (SSGN 726) (Gold), home-ported in Bangor Washington. I intend to try to return to the IUSS community when I am eligible for shore duty again!

Ex-OT1 DAVID MILLS – Hyogo, Japan. Served at NAVFACs Barbados 1973-75 and Lewes 1975-77, and at CNFJ 1977-81.

Ex-CF JASON McLEAN – Middleton, Nova Scotia, Canada.

STG3 (IUSS) GREGORY MOONEYHAM, USN – Virginia Beach, VA. Serving at NOPF Dam Neck since 2013.

PO1 KEVIN NADEAU, CF – Hammonds Plains, Nova Scotia. Served as an Ocean Op 1989 to amalgamation 1999 at NAVFAC Argentia 1989-91, CFS Shelburne 1991-94, CFS Trinity, Halifax 1994-95 and 14 Wing Greenwood MPA Squadron 1995-99. Currently a PO1 Underwater Warfare Section Senior Instructor, teaching Underwater Warfare Directors.

Ex-OTA2 RON NIELSON – Pacific Grove, CA. Served at NOPF Dam Neck 1985-87, NAVFAC Keflavik 1987-88, and COSL 1988-90.

MRS. SAMANTHA NOBLE, CF – Dartmouth, Nova Scotia, Canada. Served at NOPF Whidbey Island 2010-15. Currently serving on HMCS CHARLOTTETOWN (FFH 339). Married to IUSS alumnus Johnathon Amey.

OTMC DAVID OBERSCHELP, USN (Ret) – Camarillo, CA. Served at NAVFAC San Nicolas Island 1976-79 (Ops) and 1980-84 (Ops Electronics), and OSSD San Diego 1984-86. Served in the Air Force 1965-74, Navy 1975-86 and Northrop Grumman 1986-2005 in support of AEGIS Combat System In-Service Engineering at Port Hueneme Division, Naval Surface Warfare Center (PHD NSWC).

OTM1(SW) MICHAEL PARKER, USN (Ret) – Ellenton, FL. Served aboard USS EDWARD McDONNELL (FF 1043), at COSP, and at FLTAWSTRACENLANT.

Ex-USN GUY PERNETTI – Kent, OH. Served at NAVFACs San Salvador and Pacific Beach 1966-70. After Navy I became a professional musician (still am) and started the country's first urban recycling program. I designed a process and various container prototypes for recycling. I was Musician in Residence for three Cleveland VA hospitals. I am ABD for a PhD in education and currently teach engineering at KSU. I also became a military historian and designed many museums around the country, and several public works projects. I have a lovely wife, four grown children, and nine grandchildren. I loved the Navy and owe many things in my life to that experience. I found out many years after the Navy that my uncle designed the power plant for the Nautilus. He was Admiral Rickover's right-hand guy. I am trying to establish a military technology museum to house the over 5,000 models I have created over the last 35 years or so. I built the Eldred WWII Museum in Penn and the historic displays therein. I currently do educational presentations for historical groups and schools around the country and run a media facility.

Ex-OTA2 JOE PRZYTULA – Independence, KY. Served at COSP 1980, NOPF Ford Island 1980-84, NAVFAC Centerville Beach 1985-86, and on a special duty assignment 1986-89.

Ex-OTA2 RICHARD PUFFER – Bear, DE. Served at NOPF Ford Island 1989-92. Married with three children. Currently the Chief Clerk of the House, Delaware House of Representatives.

SGT PHIL PUTTOCK, RAF – Virginia Beach, VA. Served at JMF St Mawgan 2004-07 and NOPF Dam Neck 2015 to present. Accompanied in the US by wife, Julie and 4yr-old daughter, Jessica.

STG3 (IUSS) AUBREY ROBINSON, USN – Virginia Beach, VA. Serving at NOPF Dam Neck since Aug 2014.

LCDR STEVE ROSE, USN (Ret) – Virginia Beach, VA. Retired after an honorable 30-year career in the Navy and IUSS at a traditional ceremony on board Naval Air Station Oceana, Virginia Beach, VA on 15 January 2016. His wife, **Ex-OTA2 STACIE ROSE** and a large number of former OTs and IUSS officers were in attendance. Steve and Stacie's son, LS2 STEPHEN ROSE, JR., USN recited "The Watch" from memory and properly "relieved" his Dad.

MR. PHILIP ROST, WEC – Great Falls, VA. 1971-1975 WEC at BTL Whippany; 1975-1976 ONR AESD; 1976-1990 SAIC; 1990-1995 MITRE; 1995-2005 A&T / IPD; 2005-2010 SAIC (consulting). Retired 2010.

STGC CHRISTOPHER SANDERS, USN – Oak Harbor, WA. Served at NOPF Whidbey Island 2003-07 as Front End and Remote Site Work Center Supervisor; 2010-13 As SURTASS Watch Supervisor and Tactical Coordinator; and 2013-present as SURTASS Mission Commander.

STG1 (SW/IUSS) RORY SATNIK, USN – Virginia Beach, VA. Served at JMF St Mawgan 2003-06 and NOPF Dam Neck 2014-present as a Tactical Coordinator. “I am known as "the STG" in the fleet and a recognized Subject Matter Expert in IUSS operations. I recognize that this is the most important job on the face of the Earth and that makes us superheroes. I look forward to serving my Country and the IUSS community into the future.”

Ex-OT1 WAYNE SCHEUNEMAN – Centralia, WA. Served at NAVFACs Centerville 1982-84 and 1986-88, Keflavik 1984-86, and Brawdy 1988-91. Currently a telephone/internet technician for USWest/Qwest/Centurylink since 1999.

MR. JOHN SHARP, RN – Virginia Beach, VA. Serves at NOPF Dam Neck.

AB ALLAN SHEPERD, RN – Virginia Beach, VA. Serving at NOPF Dam Neck since Jul 2014.

LH JACK SKAYMAN, RN – Virginia Beach, VA. Serving at NOPF Dam Neck since Feb 2015.

OFFICER CANDIDATE CHADWICK SKYBERG, USN – Ames, IA. Served at NOPF Dam Neck 2011-15. Selected for Seaman to Admiral Program (STA-21) for FY-15 selects. Now attending Iowa State University NROTC to commission as a meteorologist.

CAPT ALAN SMITH, USN (Ret) – Edenton, NC. Served at NAVFAC Argentia 1968-69 as an RM2 Comm supervisor. Separated Navy 1969, joined USNR 1971; advanced RM1; received direct commission SECGRU 1977; retired 2015 as O-6.

STG1 ROBERT and STG2 CASSANDRA SMITH, USN – Virginia Beach, VA. Robert served at NOPF Whidbey Island 2005-08 and is currently serving at NOPF Dam Neck since 2014. Cassandra is currently serving at NOPF Dam Neck since 2014.

CDR ROBERT SUGARMEYER, USN (Ret) – Seneca, SC. Served at SPAWAR PMW-180/PD-80 1997-2002.

LCDR RENEE (FARRIS) TAKACS, USNR and Ex-USN KEITH “TAC” TAKACS – Prince Frederick, MD. Served at NAVFAC Adak 1990-92 and NOPF Ford Island 1992-94. Also served in security at Naples, Italy 1994-96 and Whidbey Island 1996-99. Serving in USNR (Intelligence) since 2002.

STG3 (IUSS) RACHELLE TEARE, USN – Virginia Beach, VA. Serving at NOPF Dam Neck since Aug 2014.

Ex-OT2 GERALD TINNA – Hot Springs, AR. Served at NAVFACs Grand Turk 1971-72, Argentia 1972-74, and Centerville Beach 1977-79. Currently working for IBM.

STCM RONALD TOMCEK, USN (Ret) – San Diego, CA. Served at NAVFACs Argentia 1961-62, Antigua 1962-63, and Adak 1964. Retired 1982.

Ex-OT SCOTT TOWNSEND – Woodside, CA. Served at NAVFACs Bermuda 1972-73 and Barbados 1973-75. Owner/winemaker Russian Ridge Winery.

Ex-SOO2 JAMES TRIMMER – Trotwood, OH. Served at NAVFACs Ramey 1959-1961 and Argentia 1961-63. Sonarman Oceanographer, rose from E-3 to E-5.

OTAC JOHN TUTTLE, USNR (Ret) – Stanardsville, VA. Served at NAVFACs Lewes 1972-74, Brawdy 1974-76, Argentia 1976-78, and Eleuthera 1978-80. Retired USNR 1994. Retired Civil Service (Computer Security Specialist for Department of the Army), 1989-2009. Presently breeding meat goats on small spread in Greene County, VA.

PO (WS UW) PAUL UNDERDOWN, RN – Virginia Beach, VA. Serving at NOPF Dam Neck since 2014. Assigned as a Tactical Watch Officer.

NCC DONALD WAKEFIELD, USN (Ret) – Mt Pleasant, MI. Served at NAVFACs Argentia 1983-86 and Brawdy 1986-89, at NOPF Dam Neck 1989-91, and COMUNDERSEASURVPAC 1991-94. Converted to NC 08/97. Proudly initiated Chief Petty Officer Sep 1997. Retired U.S. Navy NCC- May 2003. Recruiter of the Year Michigan 1995. Currently working as Admissions Director at Nashville Auto Diesel College.

Ex-USN ROBERT WATTS – Tooele, UT. Served at NAVFACs Coos Bay 1986-87 and Guam 1987-89.

Ex-OT2 ERNIE WELSH – Seattle, WA. Served at NAVFAC Centerville Beach 1979-81, COSP 1981-84, and NAVFAC Adak 1984-86.

PO1 BUD WILKER, USN (Ret) – Halethorpe, MD. Served at NOPF Whidbey Island 2000-03 and NOPF Dam Neck 2007-10. Currently repair Gamma cameras for Siemens Healthcare.

Ex-USN HORACE WILLIAMS – Hamilton, Ontario. Served at NAVFACs Barbados 1968-70 and Argentia 1970-71.

Ex-STG2 ANDREA WILSON – Middletown, RI. Served at NOPF Whidbey Island 2011-14 as an STGSR-STG2 Passive/Active Operator in the IUSS Sea Component on board USNS EFFECTIVE (T-AGOS 21), USNS ABLE (T-AGOS 20), and USNS IMPECCABLE (T-AGOS 23). Currently a contractor at the NUWC Newport, RI.

OTAC DONALD WOMACK, USN (Ret) – Served at NAVFACs Grand Turk 1967-68, Argentia 1971-72, Cape Hatteras 1974-77, and Brawdy 1977-79. Also served at COSP 1968-70 and 1979-83, and at FLTASWTRACENLANT 1983-86. Retired from the IRS in 2009 and resides with wife, Levon in Millington, TN. They have 5 kids and 10 grandkids. Don also sub teaches at local private school.

Ex-USN ALAN WYMAN – Kennebunk, ME. Served at NAVFACs Adak 1970-71 and Pt Sur 1972-73.

STS2 JOSEPH YUNGKANS, USN – Suffolk, VA. Currently serving at NOPF Dam Neck.

STGSN WILLIAM ZAIGER, USN - Virginia Beach, VA. Serving at NOPF Dam Neck. I have been a part of the IUSS community for over 2 years now, and have fallen in love with the community and overall cause. I have just turned 21 and hope to be part of the future of IUSS.

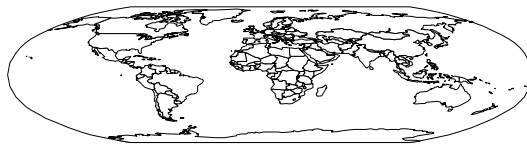
In Memoriam

We regret to report the passing of 36 “shipmates” from our IUSS Community, reported to us since the November 2015 issue of *THE CABLE*. They have been added to our website IN MEMORIAM page, which now contains 428 names. The full list may be viewed at <http://www.iusscaa.org/memorial.htm>. That page also contains a link to the WECoSOSUS-Field Engineering Force Memory List, compiled by Mr. E.L. “Buddy” Frazier.

Last Name	First Name	MI/aka	Rank/Rate/Title	System Affiliation	Deceased
BALCH	Hugh	T.	Civilian/ PhD	BTL 1950s-1991	Apr 2011
BURNELL	Robert	E. Sr. "Bob"	OTCS; GS	USN/ONI 1967-1980s	Jul 2016
BURNS	Joseph	M.	CDR	USN 1982-85	Feb 2012
CUNNINGHAM	Barry	R.	OT2	USN 1968-1971	Jul 2003
DENNISON-SMITH	Cathy	Lynn	OTA2	USN 1986-1990s	Jul 2010
DUCKETT	Amy	L. Kuciemba	STG2	USN 1993-2000	Jul 2010
DUGGAN	Michael	W. “Mike”	OTA1	USN 1972-1993	May 2016
DUQUETTE	Brian	R.	OT3	USN 1976-78	Nov 1991
EVERETT	Douglas	P.	OTC	USN 1960s-1970s	Nov 2014
FERGUSON	Mark		OTA2	USN 1988-1993	Feb 2016
FESSLER	John	A. Jr. "Jack"	OTCM	USN 1970-1990	Mar 2016
FLORES	Cynthia	S.	Dr./Ex-OTA	USN 1980s-1990s	Jun 2010
HERRICK	David	W. "Dave"	OTCS	USN 1960s-1980s	Jan 2016
IRVIN	Tracey	R.	CTRC (Ex-OT)	USN 1991-98	Jan 2016
LAIDLAW	Christopher	Michael C.	LS/E-5	RCN 2000s	Nov 2004
LEAVITT	Richard	C. Jr. "Dick"	CDR	USN ~1972-78	Feb 2014
MACK	Lawrence	H.	OTM2	USN 1980s	Oct 2015
MARTIN	Wayne	L.	OTACS	USN 1980-1990s	Nov 2015
MILLER	Todd	Chris	STGC	USN 2000s	Jan 2008
MOORE	James	T. III "Tom"	OT1; GS	USN/ONI 1960s-2000s	Mar 2009
MORRISON	Robert	K. "Bob"	YN2/LN1	USN 1981-83	Apr 1989
MUIR	Earl	R.	OTC	USN 1960s-1973	Dec 2015
NEWSOM	Angela	L.	OTSN	USN 1980s	Jan 2016
OLSON	Barry	L.	OTC	USN 1966-1985	Apr 2016
POWERS	Jerome	J.	OT1	USN 1969-1975	May 2008
ROSS	Donald		Civilian/PhD	BTL 1950s	Aug 2015
SEELLEN	Charles	Van "Chuck"	OTACS	USN 1978-1994	Apr 1997
SELKE	Philip	C.	RM3	USN 1970s	Dec 2009
SNELLINGS	Louis	M. "Mat"	OTA1	USN 1970s-1990s	Jan 2016
SNIDER	Janice	Wohlgemuth	LT	USN 1986-1992	Jan 2016
STOW	Richard	W. "Dick"	OTCM	USN 1957-1978	Dec 2015
SUTTON	James	M. "Jim"	Civ/Contr	WECoS 1962-1970s	Nov 2009
TODD	Charles	M. "Mike"	OTAC	USN 1970s-1990s	Sep 2012
VERMILLION	Robert	L. "Bobby"	OTAC	USN 1969-1990	Dec 2015
WILLIAMS	W.	Earl	Civ/Contr	WECoS/ATT/LU 1950s-1996	Sep 2016
WISDOM	Paula	A.	LTjg	USN 1979-1983	Dec 2015

Compiled by Jack Holdzkom, OTCM, USN (Ret)

IUSS / CAESAR



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Address for the IUSS/CAESAR ALUMNI ASSOCIATION

**664 Rosaer Lane
Virginia Beach, VA 23464**

**Email Address:
jim_donovan53@yahoo.com**

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