

The Cable

Official Newsletter of the IUSS CAESAR Alumni Association

IUSS / CAESAR



Alumni Association

NOVEMBER 2017

ONE LAST DIRECTOR'S CORNER

Jim Donovan, CAPT, USN (Ret)

What an incredible "System" of Navy professionals and patriots I have come to be associated with over these past 45 years. And to think, we're still organized and contributing! I have been honored to be Director of the IUSS CAESAR Alumni Association for the past 10 years when I relieved Ed Dalrymple who held the post since its inception for an amazing 15 years. Ed, you're still my hero!

But like all good things this too must come to an end. It's time for me to move on to allow someone else, someone with fresh ideas and experiences the opportunity to take over the helm of the IUSSCAA. We have found that individual in LCDR Becky Badders, USN (Ret). Becky and I go way back to our tours as Junior Officers at COSL in the latter 1980s. I know she is more than qualified to lead and represent the IUSSCAA. I am very comfortable turning over the reins of the Association to Becky's competent hands just as I am confident you will continue to give her the support and courtesies you have given me these past 10 years.

I cannot leave without recognizing the tireless, time consuming contributions of our Board of Directors - Nick McConnell, Mike Kilpatrick and Russ Lownie and our Cable newsletter team - Jack Holdzkom, Dick Rentner and Ellis Sutter. They spend countless hours keeping this organization alive and relevant today. Thank you, gentlemen! And to all the members - I thank you for your continuous support and friendship! Becky, you have the con. I stand relieved. Fair winds and following seas for your new stewardship as Director, IUSSCAA.

All the best, Jim!

WARM GREETINGS TO ALL IUSS ALUMNI!

Becky Badders, LCDR, USN (Ret)

Please allow me as your new Alumni Association Director to introduce myself. I am Lieutenant Commander Rebecca "Becky (Harper)" Badders, United States Navy (Retired), and I spent 1984 through 1997 as an IUSS Officer. Beginning with my Midshipman Cruise on USS John Rodgers DD 983 in CIC, I was fascinated by IUSS!! After I was commissioned, I served on temporary duty at NOPF Dam Neck in the summer of 1984, attended FLEASWTRACEN in Norfolk, OWO training at Readiness Training Facility at Centerville Beach, CA (As part of the last officer class to pass through those illustrious doors) and then served my first IUSS Tour at Naval Facility Brawdy, Wales. I earned my Regional Evaluation Center Watch Officer qualification as SURTASS and the Fixed Distributed System were just getting started, with NAVFAC Brawdy winning a "Battle E" in 1985. As an Ensign, I was chosen by Commodore Fogle for assignment at the Atlantic Headquarters in 1986, which was then called Commander, Oceanographic System, Atlantic (COSL), where I served as one of the youngest Command and Control Watch Officers (CCWO) in IUSS history for 2 years. I then served as Deputy SURTASS Officer for 1 year, and Current Operations Training Officer for the final year at COSL. Along the way, I was part of the 35th Anniversary Committee and helped prepare the briefings and history updates for IUSS.

I was also the first IUSS Officer to deploy with Commander, Second Fleet, as an ASW and OTH Watch Officer during FLEETEX 90, where IUSS reports sent via JOTS were first used in real-time by the Fleet. My next system tour was 3 years at Readiness Training Facility at Dam Neck, VA, where I

served as Department Head: Curriculum and Instructions Standards Officer, (CISO), Training Department Head, and then Administration Department Head. Those of you who served with me during these exciting years know that this was one of our most active and operational eras. We were SO good, we helped win the Cold War!!! In the early 1990's, IUSS capabilities began to be noticed more widely and technology was changing exponentially, with Low Frequency Active (LFA) and SWATH hull SURTASS coming on line as I left the system due to the lack of Officer Billets as part of the "Peace Dividend" downsizing process. Personally, I know I served with the most intelligent, talented, dedicated, and humble people in the entire U.S. Navy. For me, "The System" was always the TEAM of people who made it successful, the OTAs, OTMs, RMs, and other ratings that passed into our classified halls, watch floors, and ships. It was such an honor and privilege to serve with YOU!

I am now retired from the U.S. Navy after serving a total of 24 years. My last assignment was at U.S. Central Command, at MacDill Air Force Base, Tampa, Florida, where I was a Foreign Area Specialist, International Programs Manager, and Country Director for Central and South Asia countries. After retirement until April 2013, I was the Central Asia Programs Manager as a U.S. Air Force GS-13, in U.S. Central Command, J5- Strategy Policy and Plans Directorate,

Security Cooperation Division. I was responsible for oversight and management of programs and policy for five nations in Central Asia and approximately \$150M in security cooperation initiatives. I routinely provided analytical decision products to executive government leaders on Central Asia and regional influences. My IUSS experience helped make me indispensable to our national security for almost 10 years in this vital region on the frontlines of the war in Afghanistan.

As the third IUSS Alumni Director, I know I have some big shoes to fill, following Ed and Jim. With their advice and your support, I will proudly represent you for the next directorial term, which will include our exciting 65th Anniversary Celebration in 2019! I live in Florida and keep in touch with quite a few of you on the IUSS website and on Facebook pages. If I can be of assistance to you, or if you have ideas to make our Alumni Association better, I am eager to listen and implement those changes that are desired or needed as technology continues to develop.

Whether I served with you during my system years or not, ALL who served in IUSS are my Shipmates. Thank you for your confidence in me and I look forward to serving as your new Director.

Sincerely yours, Becky Badders

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IUSS Short Stories

A Dream Assignment For My Family NAVFAC Bermuda (1965-68)

By Lou Haskins, NCC (Ex-OTC), USN (Ret)

Some of our fondest memories of our assignment to NAVFAC Bermuda in the years 1965 to 1968 are first of all the home we rented in Somerset called Everista Cottage. All the homes in Bermuda were named. Until around the mid-18th century, when numbering homes became a more common practice, naming your house was the only way you could locate it. It's a practice that has since tickled the fancy of anybody who cares to name his or her house, cottage, or shack at the beach.

Our home was beautiful, with Bermuda birds-eye maple tables, a citrus grove in the backyard and a giant Poinciana tree in the front. We had numerous lawn parties under that tree and the drink of choice was our fresh squeezed citrus over ice with a healthy shot of gin! There was always a guitar and our version of karaoke! Those were wonderful times.

While waiting for our home to become available, we met and befriended Gladys and Harry Lowman, an English couple who had been posted to Bermuda, too. Harry was a Foreign Service officer (our version of civil service) who had been assigned to the new English Navy base being opened. It was called HMS Malabar, a Royal Navy dockyard. We attended the impressive opening ceremony.

Later, HMS Malabar became a favorite haunt for Harry and me. In his early fifties, Harry became my mentor and friend. He taught me to play snooker and how to appreciate a lager and lime on a hot day. Gladys suffered from homesickness though, and we learned she would be returning to England. Well, we had a spare bedroom, so we invited Harry to move in as our houseguest. Soon, he was considered part of the family. My wife and 2-year-old daughter adored Harry. We later visited him and his wife in Plymouth, England. We were now lifetime friends. Harry's daughter and her husband visited us in Jacksonville later. Only the Navy could offer such experiences to a young STG2 petty officer!

One day, I was at the port, dockside, watching ships being loaded. I noticed a nuclear attack submarine maneuvering to tie up, with a tug assisting. It was windy, and without warning, a strong gust of wind blew the tug directly over the sub's stern. Suddenly, the tugboat belched black smoke and headed full-speed to the pier to tie up! The sub's propeller had made three six-foot long slashes in the tug's wooden hull! The tug's skipper was worried he would take on so much water that he would sink!

And what about the sub? I made sure to check its departure date from Bermuda. It didn't take an expert analyst to match up the huge noise swaths appearing on the grams that day! To this day I can't recall the name of the submarine and a web search didn't help. Does anyone else recall this incident?

Everyone who has been at a NAVFAC has these kinds of memories. How about sharing your memories in *THE CABLE*?

Great Memories Found In "The Cable"

By Ed Dornig, ex-STG2, USN

I served in Argentina from 1962-64 and Barbados from 1964-66. I return to Newfoundland every two to three years visiting people that I met and knew during my time on the island. It's always great to hear stories about all the bases from time to time. The story provided by Ed (Chief) Smock, "3 Jan 1965 – Couple Rescued From The Sea By Navfac Barbados Crew" in the 2016 edition of "The Cable" was great to relive. I was one of the sailors dispatched to assist in the rescue of the Louisiana couple.

I was very fortunate to have served in the Navy from October 1961 through to February 1966. I was straight out of High School and I met some of the greatest people who influenced my life. After A and C school in Key West (thru the Cuban Crisis) I went to Argentina. I was assigned to Section 3 with Robert E. VanAlstine. Was there any better way to start my early life in SOSUS? I was taught by the best. His leadership assisted me in achieving rate, moving from Seaman to STG2 in 18 months. In May 1964 I received orders to Barbados. Of course, I immediately extended my hitch for 6 months. I had purchased a '64 VW, taking delivery on July 4th in Dunville, Newfoundland, and drove it to Cape Kennedy for shipment to Barbados.

On my way to Barbados, I had to stop in Antigua for a day to change planes. I spent the evening there and visited my mentor 'Van' for an evening and then went on my way. I'm hoping that one day soon, I can travel to Lyons Falls, NY and shake his hand and thank him for all his help in my life.

On my first day in Barbados I went to chow and met a guy named Chief Smock. Of course, he was wearing his shorts. I didn't know shorts were part of a chief's or officer's uniform; I wish junior enlisted could have worn shorts. Within a day or so I met LTJG Stalter and his staff. I was off on another 'new' venture. And, again, I was working for and with the best I could have bumped into for the balance of my Navy experience.

A major mistake I made in life is that I didn't stay in the reserves when I was attending college. I was good at what I did and I loved the work that 'we' did in SOSUS. After separation, I lived near South Weymouth Naval Air Base, MA and I would have liked to become an Officer and worked with a VP Squadron. On my days off in Argentina, I used to go over to the hangars and fly with VP-44 or -45. I also flew with either VW-11 or -13 when they were experimenting with the VP equipment.

An Old Salt Keeps Busy

By *CAPT Jim Donovan, USN (Ret)*

October and November are busy months for Kathy and me with several volunteer efforts that I'm involved in other than the IUSSCAA newsletter, "The Cable". Kathy and I are Make a Wish, Wish Granters for the Hampton Roads area. We each track 2 to 4 kids throughout their Wish process, which normally takes about 12 months. Last year we've had 6 Wishes finalized and that's great news. See the attached picture of Benjamin, who was flown to Arizona with his family to meet Ringo Starr and attend his concert.



Kathy and me with Benjamin

I'm also involved in a local non-profit organization called Men of Distinction (MOD) - a group of men who partner with the Virginia Beach 3rd Police Precinct to provide weekly after-school mentoring to disadvantaged boys in 4th and 5th grades (10-12 years old). The Mayor, Hon. Will Sessoms joined us one afternoon.

Every year at this time I collect filled Christmas stockings for the children of migrant workers on Virginia's Eastern Shore. All I do is coordinate via my Facebook friends and collect. Goal last year was 50 stockings. My friends donated 74 and an additional \$1,200.00 that was used to provide holiday food to those families. I have great friends who provide all the donations.



Volunteering on the USS WISCONSIN BB-64

And, of course, my favorite volunteer work, Battleship WISCONSIN (BB-64), although I've cut back from 3 to only 2 days a week giving tours there. Was that me you saw in the GEICO GECKO commercial?

Overseas Service Ribbon

By *Dick Rentner, CWO4, USN (Ret)*

For some of the old timers, here is some information you might not know about but could find interesting. While I was filling out a "Standard Form 180" for a correction to my DD FORM 214 I noticed in SECNAVINST 1650.1H of August 22, 2006, paragraph 4-23, that service performed overseas between 15 August 1974 and 1 January 1979 will be credited toward initial award of the "Navy and Marine Corps Overseas Service Ribbon". Also, subsequent to 1 January 1979, one award is earned for each qualifying period. Overseas, for this award, is defined as duty outside the United States at shore-based commands, except Hawaii and mainland Alaska, but service in Adak does qualify. The ribbon is awarded to officers and enlisted personnel of the United States Navy, Navy Reserve, Marine Corps, and Marine Corps Reserve. The qualification period is defined as: for Active Duty Personnel, 12 months of consecutive or accumulated duty at an overseas shore-based duty station; for Reserve Personnel, 30 consecutive days or 45 cumulative days of service at overseas duty stations, including deployed units and units homeported overseas.

So, with nothing to lose, I also requested on the Form 180 that this ribbon should be added to Block 13 of my DD 214. I included proof that I was stationed in Keflavik, Iceland for two years from May 1975 through August 1977.

It took a while, but recently I received from the Navy Personnel Command, two copies of a "DD FORM 215. It states that in Block 13 of my DD FORM 214 "Add: Navy and Marine Corps Overseas Service Ribbon".

In addition to that and the change I requested, they also made other corrections, which I didn't realize were necessary, but will graciously accept.



Navy and Marine Corps Overseas Service Ribbon

SOSUS Comradery

By Jack Hallowell, OTACS, USN (Ret)

I read the 2016 Cable from top to bottom and I truly enjoyed the content and the articles of the folks who took the time to write them. That is basically what stirred me to contact a few shipmates from the past. It's kind of sad that as soon as we pull the plug on our military careers, we have a tendency to just disappear into our own little worlds and move on. I know that I'm guilty of that when I read the Obits and then feel like hell....too late!!!

I feel extremely proud to have served in our very professional rating that we shared and the people that we served with will always be in my thoughts. Civilian life rarely offers the comradery that has a tendency to etch a place in your heart for folks. Military life gives everyone a common purpose and we all worked together as a "team" to achieve that purpose for which we took an oath. I worked for the Department of the Navy for 45 years, but it was the first 22 years that molded me into the person that I am very happy with today. Working in our world of silent service was

rewarding beyond what words can describe; we were blessed to have had that opportunity.

Enjoyed The Stories

By Charlie Gardner, ex-OT2, USN

In addition to my best to you and yours for an incredible Thanksgiving 2016, I want to pass along my highest regards for a job well done on the Cable... I thoroughly enjoyed the stories... While most preceded my tour I could easily relate to each one... Several brought back memories of similar situations I personally experienced...

Your commitment to the IUSS/SOSUS community is worthy of our applause as evidenced by the fraternity of former OTs connected through social media outlets... BZ brother...

My thanks to the entire team... Keep up the great work...

“OUR BOOK”

By Ed Smock, OTCM, USN (Ret)

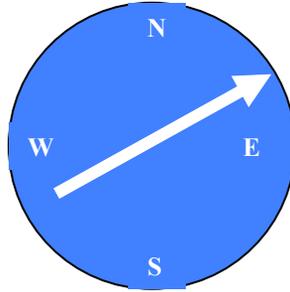
1955 – TYPICAL SHELBURNE OPERATIONS WATCH BILL STRUCTURE

Normally we were in four sections. (We had about 16 Sonarman billets)

- Four “staff officers” were assigned as Watch Officers with collateral duties as: Supply Officer, Admin Officer, Research Officer, and Comm Officer.
- 1 Supervisor, 1 Plotter and 2 Readers per section: (2 USN Sonarmen and 2 RCN WRENs)
- 1 USN Radioman and 1 RCN Radioman per section
- 1 duty ET (24 hour on-call basis)
- The WECO rep was on call
- We had 1 first class petty officer and 1 CPO as day workers

(Ed Smock SOSN-SO2 -1955-1957)

1955 - LOCALIZATION/COMMUNICATION

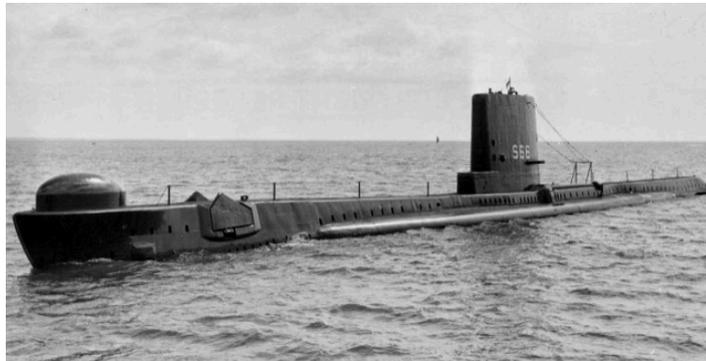


NavFac Shelburne, Nova Scotia: Operations Officer, LT Fred A. Jones, RCN incorporates a large, white, wooden arrow mounted on a short pole outside the “T” Building to point (from a predetermined point of reference) the “search direction” that the maritime patrol aircraft is to follow. (We did not have communications with aircraft at this time.) The MPA would fly down from the Halifax area, sight the arrow's direction, proceed to the point of reference, and begin the visual search in the direction indicated by the arrow.

(Ed Smock SOSN/SO3)

1955 - SHELBURNE - HOW WE SHARPENED OUR DETECTION, REPORTING, AND LOCALIZATION SKILLS

Our choice sources were Canadian submarines on loan from UK: British *Amphion*-class boats HMS *Ambush* (S68), HMS *Alderney* (S66), and HMS *Astute* (S45), all operating out of Halifax.



HMS ALDERNEY (S66)

Also, US Radar Picket ships (Destroyer Escorts modified with additional radars) coming-on, maintaining, and going-off their Atlantic Barrier station patrols, e.g., USS *Strickland* (DER 333), USS *Kirkpatrick* (DER 318), and USS *Kretchmer* (DER 329), before AGRs (Auxiliary/General/Radar) replaced them. The Atlantic Contiguous Barrier stretched along the East Coast from Cape Cod to North Carolina. The barrier consisted of five radar picket stations (Stations 12, 14, 16, 18, and 20) about three hundred nautical miles off the coast. (Comment: Tracked the DERs many times at Hatteras, with their distinctive combination of FM-10 main propulsion engines and 20-Hz auxiliary power generators. – Jack Holdzkom, SOG3/STG2, 1963-65).

In addition, we wrote up and tracked ALL merchant traffic; the entire system did this, well into the early 1970s.

(Ed Smock, SOSN/SO3/SO2, Shelburne)

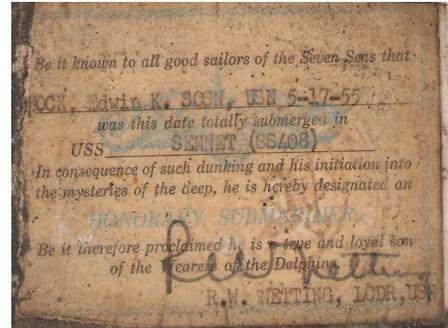
17 MAY 1955 – HONORARY SUBMARINER USS *SENNET* (SS 408)

“Green Door” sea phase - In an attempt to help us understand what we were looking at on the “grams”, we had the opportunity to go to sea and observe first-hand the working parts of a submerged submarine. It was a great experience.

(Ed Smock, SOSN, USS *SENNET* (SS 408))



USS *SENNET* (SS 408)



HONORARY SUBMARINER

OCEANOGRAPHIC SYSTEM, ATLANTIC (OSL) ESTABLISHED

1 May 1958: Oceanographic System, Atlantic was established. CAPT W R LAIRD, USN was assigned as Commanding Officer. Oceanographic Units at Norfolk, New York, and San Juan were disestablished on 1, 15, and 30 May, respectively. (SECNAVNOTE 5450, 6 May 1958)

24 June 1958: Title of officer-in-charge of OSL changed from C.O. to Commander, Oceanographic System, Atlantic (COSL) (SECNAVNOTE 5450, 24 Jun 1958)

COMOCEANSYSLANT (COSL) CTG 81.1



Zippo Lighter

(Notice the longitudinal bars read-out the number 81.1)

1962-63 – NAVFAC SAN SALVADOR TO VP ACOUSTIC DATA EXCHANGE

We put a VP sonar buoy on top of the T-Bldg and connected/wired its hydrophone to our beam data of interest. The P2V would fly over the T-Bldg, monitor the buoy and see what we were holding, and what they should look for on their grams. Many positive correlations were obtained this way.

Fortunately, when I received orders to San Sal for a one-year unaccompanied tour, I had rented a place for my family in Jacksonville, FL. I had been advised that VP-10 and -18 flew out of Jax and it might be possible for me to catch a ride (when it was my turn for a 96) back to Jax after a SOSEX/Type Six - NAVFAC debrief.

This provided me the opportunity to ride back to Jax for my 96 and then on the return flight, to operate with the P2V system. A few times we had plane problems and we could not land at San Sal... "Great-for-me!"... The pilot would advise the site that he was returning to Jax with "one happy PAX" and we would return in a few days for more operations.

Enroute, I would ride in the "little glass bubble" - at the nose, with no floor. You had to crawl through the bomb bay to get to it. I didn't really care for it too much when we dove down to rig (photo) our TOI, but I would not have wanted to miss those prosecutions.

(Ed Smock SO1/SOC San Sal)



P2C Neptune

Reopening Former Navy Base At Keflavik

By Fridthor Eydal

Stories about the US Navy coming back to Keflavik are somewhat exaggerated. For eight years after NASKEF was closed, the Navy shied away from any attempts at reconnecting it with the place. Naval Forces Europe refused even to have anything to do with the joint and combined exercise Northern Viking that was held there a couple of times after the base closed, and is now essentially a minute part of a periodic USNAVEUR desktop communications exercise. The Navy retained in Iceland only the Grindavik Low Frequency transmission site, which is operated through civilian contract, much to the delight of submariners operating under TF-69 command.

In the meantime, the US Air Force, particularly the 48th Fighter Wing at Lakenheath in England, has participated on a regular basis in a NATO program that three times a year provides deployments of a handful of fighter jets to Keflavik for an exercise in Air Policing by the air forces of several participating nations. This operation is at the insistence of the Government of Iceland (GOI) and the Iceland Coast Guard (ICG), which still operates the Iceland Air Defense Radar System that was installed for the Air Force through NATO funding. Iceland refused to give up the system at the closure of the base. That's a part of a longer story about how many in Iceland argued, and some still do, that the withdrawal of the fighter jets from Iceland was an incorrect decision by the US under the bilateral defense agreement and having hyped the extreme importance of the base for so long.

The national airports and air navigation service provider company, Isavia, provides services to deployed and transiting forces at Keflavik. The ICG operates some of the former NASKEF service infrastructure including the old ASW hangar. However, there hasn't been much use of the facility, which during the Cold War was the workplace of up to 700 sailors and airmen. It now sits mostly idle and is essentially a financial burden. The ICG has tried to attract interest within NATO for use of the hangar and welcome any paying customers, except Russia, of course.

A couple of years ago, the Commander, US Air Forces Europe (USAFE) expressed interest in stepping up training deployments to Keflavik by the 48th Fighter Wing for convenience, but these have not developed. The huge airspace is attractive; however, the ever-changing daily Eastbound and Westbound commercial transit traffic through the area affects long-term planning, but is well manageable with flexibility within the day.

Thus, it was an exciting prospect for the GOI and the Coast Guard when the Navy ASW community was forced in 2014 to return to the Greenland-Iceland-UK gap to head off a Russian submarine that was on the loose. This has been repeated on a few occasions by aircraft deploying from Sigonella, Jacksonville and Canada with supporting surface forces. Anticipating some more doses of the same remedy, the Navy VP clan started to look for ways to conduct business more effectively with small quick reaction and short deployment detachment. They have since gone around the UK, Norway, and Iceland looking for a potential Main Operating Base (MOB) and a Permanent Detachment Site (PDS).

They now seem to have settled on the MOB at RAF Lossiemouth in Scotland and a PDS or some other form of a small unmanned readiness facility at Keflavik, for use by the VP squadron assigned to TF-67 at Sigonella when required to operate north of Iceland and in the Denmark Strait off the west coast of Iceland. The British have had no Maritime Patrol Aircraft capability for many years, but in order not to lose the perishable skill they've had a deal with the US Navy to employ Royal Air Force personnel in VP squadrons until they reacquire the aircraft capability. Last year, the British Government decided to purchase a squadron of the new US Navy Boeing P-8As that will be based at Lossiemouth, and Norway has also decided to buy into the P-8 program. Both nations have teamed up with the US Navy and signed operational support agreements.



The Lockheed P-3 Orion



The Boeing P-8 Poseidon

The ASW hangar at Keflavik was completely reconstructed during the late 1990s with NATO money, and remains on the NATO infrastructure list with several air-defense related facilities at Keflavik per GOI decision. After the renovation, the facility saw very little use as P-3 deployments to Kef came to an end in 2003. The Navy Anti-Submarine Warfare Operations Center (ASWOC) and Air Force Operational and Control Center (OPCON) had already moved, together with the Commander, Fleet Air Keflavik headquarters, from the hangar to a new Combined Operations Center (COC) that was built next to the Iceland Defense Force headquarters. The hangar is designed for P-3 Orion aircraft and the smaller aircraft fits well, but the tail of the new P-8, which is essentially a Boeing B-737 800 with the wings of the 900-series aircraft, is too tall to fit through the hangar doors. The last operational P-3 to deploy to Europe returned via Keflavik in September last year.



Hangar 831 completely reconstructed



But the P-8 tail will not fit

Because of tensions in Europe over Russian activities in the Crimea, the US Government agreed in 2015 to fund a lot more European Reassurance Initiative Programs in the 2017 budget. The VP community was quick to jump in and secured a tiny part of the money to modify the hangar for the P-8 so that aircraft can be serviced there. The project includes an automatic washing facility for the aircraft and will be awarded early next year. The renewed interest in Air ASW capability from Keflavik also led to the decision to forward-position equipment and some rotating caretaker personnel of the Navy Mobile Tactical Operations Center force of PATRECONWING ELEVEN that is switched on by operators arriving with other deployment forces as operational requirements may dictate.

So, in that respect, you might say that the Navy has returned, but only in a similar fashion as the Army maintained presence in the old days with two officers on the joint IDF staff. Of course, it's all for convenience since the funding became up for grabs, and no one is likely to come back to Iceland unless it becomes essential for the fulfillment of a mission in the most economical way. That, in and of itself, is also a proof of better times with the absence of a real threat in the region.

The prevailing lack of real-world opportunities to train new operators and test the new aircraft systems in the deep-water environment of the Northeast Atlantic, and perhaps catch occasional acoustic data on new Russian submarines, though few and far between, will of course be a driving factor in determining the future of operations at Kef. As I'm sure any old OT's, AX's, AW's and IUSS Alumni will attest, platform-operated ASW is akin with probing in the dark without the benefit of cueing by long-range radio or underwater surveillance systems. "Quite a challenge" in the words of a deployed P-8 squadron officer.

The regenerated activity hinges, of course on the will and approval of the Government of Iceland, which for the time being seem only eager to please, to restore visibility within the US administration that was so clearly lost after the closure of the base in 2006.

Grand Turk – 1957

by Dick Rentner, CWO4, USN (Ret)

On March 25th, 1957, I boarded the Air Force Range Liner on Patrick Air Force Base in Cocoa Beach, Florida, heading “down range” in the Caribbean. I was on my way to my new home called Grand Turk in the British West Indies. After a few months on the island a small group of Seabees arrived to build a “tent city” for the upcoming influx of about a hundred men coming to re-build the NavFac. Eventually that group would construct new buildings and all the Quonset huts would be torn down.



Seabees arrive to rebuild the NavFac.

Tent city can be seen in the background. I climbed up to the top of the lighthouse for this photo.

Shortly after the first group of Seabees arrived the Bob Hope USO Show also came to Grand Turk to put on a performance for the NavFac. The Seabees had, in their spare time, erected a temporary stage and installed a speaker system for the USO performers. Two shows were planned, one for the NavFac personnel and the second for the Seabees and for those of the NavFac who were on watch during the first show. Many of us watched both shows. Bob Hope wasn't with the show, but we enjoyed the music, the girls dancing, and the jokes. Many islanders also showed up and watched from outside the perimeter of the base. Between shows we had a great time conversing with the members of the show, which included a number of musicians.



Bob Hope's USO Show. There were several different dancing groups and comedians performing for us.

I left the island three times during my year on the island. The first time was a plane ride to San Juan, Puerto Rico. I was granted a three-day weekend of Rest and Relaxation (R&R) to San Juan. A weekend off the island was made available to the crew after spending a period of 90 days on the island. That Friday morning instead of the regular Air Force range liner plane, I hopped aboard a Navy Amphibious airplane, a UF-1, for the ride to San Juan Naval Air Station. I was looking forward to landing on the water in San Juan and was disappointed when we landed on the normal airport runway.



UF-1 Aircraft like I rode to San Juan

After arriving at the Naval Station San Juan, some of the other Navy passengers and I told the young seaman on duty at the Transient Barracks that we needed a place to stay for the weekend and he happily issued us sheets and a pillow and assigned us a bunk in the enormous and empty barracks. There was no charge so we saved money by not going to a hotel, but I worried because I didn't bring a lock with me to keep my belongings safe while I enjoyed the city. I had to leave my overnight bag containing my dixie cup hat and my rolled up white

pants and jumper in an unlocked locker when I went sightseeing.

I went with some of the others that I had met on the plane on a tour of the city. In the evenings we did what all sailors do, we made the rounds of several bars. It wasn't much of a weekend, but at least I was off the island for a few days. Sunday, I was on my way back to Grand Turk on the regular Air Force Range Liner plane, and went on watch immediately upon my return.

During the hot dry summer of 1957 the Commanding Officer of NavFac Grand Turk had the CBs plant little palm trees around the facility to make the NavFac more presentable. The Governor of The British West Indies was scheduled to make a visit sometime in the coming months. The CBs spaced the trees perfectly along the sidewalks and between all the Quonset huts. They were also ordered to water them so that the trees would root properly and survive the hot environment. We could see the Duty CB with his bucket of water going around every morning pouring that precious liquid on the little trees.

Because of the heat and lack of rain the diesel generator desalinization plants were running constantly to keep water supplied to our huge water tanks. We needed water for cooking, cleaning clothes, showering and of course the men had to drink lots of water to survive the heat. The first use of water to be rationed was the showering of the crew, meaning "water hours" were instituted, limiting a shower to "wet down, soap up, rinse off" procedures. The main water valve to the showers was manipulated and timed by the duty Master-at-Arms. The enlisted had only 6 shower stalls in the outdoor community shower area for the entire crew and the designated time to shower was a 30-minute period right after working hours. We lined up with our towels around our butts and soap in hand waiting for the next group of six to stand under a showerhead to get our timed two short squirts of water. Those personnel on the noon-to-four watch were out of luck if they were late getting relieved. This procedure went on for days while the crew watched the CO's little palm trees get a nice long drink of water every morning from a Seabee. Obviously this caused a lot grumbling amongst the crew.

After a few weeks, the trees that were planted between the enlisted Quonset huts appeared to be dying. We knew it couldn't be from lack of water because we observed many of our fellow sailors returning from an evening at the Enlisted Club watering those trees every night, one sailor at a time.



Me next to a newly planted palm tree.

The Governor of the British West Indies eventually arrived, all dressed up in his fine regalia. I doubt if the Governor even noticed the palm trees. The British Air Force conducted a flyover for the occasion and an air show afterward that the crew enjoyed. Several of the CO's little palm trees planted around Officers' Country appeared healthy, but only a few of the others around the base survived.



Governor Arrives

I wasn't supposed to be wandering around during his visit, but the Governor saw me and asked if I wanted to take his picture. The CO wasn't too happy about that. A healthy palm tree can be seen growing at left in front of the CO's Quonset hut.

On St. Patrick's Day we had a ship's party at the outdoor movie area and the galley loaned a large vat to the Enlisted Club. Cans of Pabst Blue Ribbon beer were poured into the vat and green dye added. Free beer was doled out to everyone and, even though nobody liked Pabst Blue Ribbon, it went fast. The vat was filled several times and the party continued long after the evening movie ended. There were a lot of sick young sailors that night and just the thought of green beer still bothers me.

The Club sold beer for twenty cents a can for US beer and twenty-five cents for European beer. The Club closed at 11pm and we were allowed to buy two beers each at closing time to enjoy on the patio outside the Club. Sometimes we would climb over the fence and walk down to the beach with a beer in each hand.

We always had beer available, day or night. We had cans of beer that we had purchased in the evening before, secreted in our Quonset huts. These were for our consumption during the mornings and afternoons when we were not on watch.

Because of the one-year tour we had many transfers every month and farewell parties at the club were common. When a sailor was transferred the crew would have a "last get-together" at the club the night before and the beer cans were heard popping open for hours.

Many times the parties got a little out of control and unusual things would happen, mostly just fun things. One late evening we were crowded into the small Enlisted Club when someone got the great idea of putting small stones in some empty beer cans and throwing them on top the Officers' hut. A couple of the half-snoekered men took up the dare and each tossed a can and then ran. The beer cans rolled down the corrugated roof with a loud "clunk-clunk" as they dropped down one groove of the corrugated metal at a time. As the can paused at each groove in its rhythmic descent, the stones would spill out a few at a time from both ends of the "church-key" punched can creating a cyclic waterfall sound.



My Farewell Party at the Enlisted Club
I was required to shave before getting on the plane to leave the island.
No, I did not drink all those beers.

I never saw any demolition or construction on the base before I transferred off the island in March of 1958. The only progress I saw was the tents and the enormous amount of material and supplies being placed around the perimeter of the NavFac. The T-Building would eventually be enclosed within a cement block structure. Barracks, Mess Hall, and many other buildings would be built and other niceties would be added.

My one-year assignment to Grand Turk was undoubtedly the most fun-loving tour in my twenty-five years in the Navy. Some of my shipmates had extended for an additional year on the island and I thought about doing that also, but the thought lasted only a few minutes. I needed to return to civilization.

Bermuda Riots 1968

By CAPT Paul "Scratch" Hryskanich, USN (Ret)

On the night of April 26th, 1968, the Governor declared a State of Emergency after political violence erupted. Several department stores and other businesses in Bermuda had their offices broken into and set afire. Fourteen persons had been injured, including five police officers. One hundred and four arrests had also been made. The purpose of the fires was to destroy all the records of what people owed those businesses. The rioters figured, since they bought most everything on a time basis, they could get out of paying their bills if there were no records. There were other small fires set around the island also.

The Naval Station Administration Officer called a meeting with the COs of the NAVFAC, Marine Barracks, Coast Guard LORAN Station, and Navy Research Laboratory (NRL). Both the Naval Station CO and XO were off island, and the Operations Officer had a hangover and "chose not to participate." One outcome of the meeting was that everyone living off base would go home and stay home.

After returning to the NAVFAC, some excess armored SB cable from our new array installation was found, and 16-inch sections were cut and given to the off-base people to use as Billy Clubs for protection if required. We ruined 3 saws cutting through the cable's heavy armor. Then I too grabbed a Billy Club and went home to protect my family from any possible uprising. I still have that Billy Club at home.

Instead of living at NAVSTA in designated quarters, my predecessors had rented a nice big house about 2 miles away in Somerset, so I did too. Immediately alongside my house was a gravel road that led to Portland Square, sort of a Bermuda slums. The past couple of nights, groups of unruly looking men were seen coming and going down that gravel road.

On the second night of the riot, I heard an unusual noise and saw three guys at the neighbor's front door. They had disconnected the fuel line on a moped, shoved the bike against the door and set it on fire. Without thinking, I grabbed my moped hard hat and my 5-year-old son's miniature cricket bat, and ran toward them hollering, "Get the hell away from there." Amazingly they all ran away. I then pulled the bike away from the door. The fire went out, so I returned home. After I entered my house I realized how stupid I was. What would I have done if they hadn't run away? Also, I had left my Billy Club in the house. DUMB!!



Cricket bat



.30 caliber machine gun

Our Marine guard at the NAVFAC gate was augmented with a roving patrol. The Marines also installed and manned a .30 caliber machine gun on the fire escape of the NRL building, which was about 200 yards across a gully from NAVFAC. It could cover the sea approaches to both.

Since the majority of NAVFAC personnel lived onboard NAVSTA, they took our normal bus to NAVFAC (2 miles away) and we stood pretty much the normal watches; the day workers came in also. We also had a Marine with a shotgun ride the bus between NAVFAC and the NAVSTA. One time, he got upset because the bus wasn't unloading fast enough, so he slammed his gun on the deck, it went off, and blew a nice hole in the roof of our bus. Then one night our gate guard fired two shots at the back fence because he thought he saw somebody moving. It was really the spotlight shadow of our roving patrol.

On the night of April 28th, the RAF landed with a contingent of about 100 Royal Inniskilling Fusiliers. When dawn broke, there was a British soldier at every major intersection. They had left England so quickly that some of the officers arrived in Bermuda in their Mess Dress, having been called up during a Dining Out. This was the final operational deployment of the 1st Battalion of the Fusiliers. When they returned to Worcester, UK, a nostalgic ceremony was held and the Regimental Flag was lowered for the last time.



Fusiliers departing RAF Brize Norton, UK, for Bermuda



HMS LEOPARD (F-14)

Meantime, the frigate HMS *LEOPARD*, the flagship (and only ship) in the UK's West Indian Squadron, which had departed Bermuda two days earlier, was ordered back to Bermuda. Onboard was a platoon of about 30 Royal Marines. They had a reputation for rather roughly putting down minor insurrections. Their CO was Major Pern, a rather imposing man; he wore an honest-to-god monocle and always carried a swagger stick. I had met him once at lunch with our Marine CO and later at the Marine Ball. He was a real character.

The riots were effectively stopped cold when the Royal Bermuda Regiment, their version of our National Guard, was activated and all able-bodied males between 18 and 45 were required to report for duty. Since this also included the male rioters, the riot was now over.

Remembering the Cuban Missile Crisis

By Jack Holdzkom, OTCM, USN (Ret)

Where were you 55 years ago, on Monday, 22 October 1962? I realize that some of our members were not yet born, and many others may have only vague memories of that time or have read about it in history books, but at least two IUSSCAA members – OTC Chic LoMonaco and I -- were students at Fleet Sonar School, Key West, Florida, and experienced what it was like to be so close to the critical action focused just 100 miles to the south. Chic and I were in separate classes in the 31-week, 560G surface sonar course and would not enter the inner sanctum “behind the green doors” for another six months. Our Director Emeritus, CDR Ed Dalrymple was under orders to attend the SOSUS officer course and arrived a few weeks later, in mid-November, while US/Soviet tensions were still very high.

Word on the Naval Station late that October afternoon was that President John F. Kennedy would make a televised address that evening, on an urgent matter of national importance. While most base residents probably had no idea of what would be the subject of his address, many of us had observed that the waterfront piers - normally occupied by several submarines, destroyers, and other Navy ships - mysteriously had become completely vacant. The President's comments would explain that situation.

In his address, “JFK” revealed that Soviet medium-range, surface-to-surface ballistic missiles with nuclear warheads, capable of striking Washington, DC were being installed on Cuban soil. He said the United States would “regard any nuclear missile launched from Cuba against any nation in the Western Hemisphere as an

attack by the Soviet Union on the United States, requiring a full retaliatory response against the Soviet Union.” Further, he demanded those missiles be removed and stated that a Naval “quarantine” was being imposed on the island of Cuba, to prevent the introduction of additional missiles that were known to be en route aboard cargo ships. Thus began a period of extremely dangerous confrontation between the US and the USSR.

The DEFCON was raised to a higher level. Within an hour after the President ended his speech, all off-duty personnel on the Naval Station were rounded up, mustered, given brief instructions, and posted around the base perimeter in a continuous chain of security watches. We were initially “armed” with flashlights, whistles, and nightsticks. As they became available, within a day or two, these items were augmented by M-1 rifles and clips loaded with eight, .30 caliber cartridges. My watch assignment on that first night was to “guard” the marine railway against swimmers (frogmen) and to blow my whistle if I saw any. I was happy that there was no need to use the whistle! During a later night watch on the long concrete mole pier that juts out into the Gulf of Mexico, I was startled by a loud splash but relieved to discover it was caused by a large Manta ray.

Fleet Sonar School quickly modified its normal schedule, so that we students were attending classes every other day, alternating with days on which we stood security watches, four hours on, eight off. Instructors, all senior petty officers and Chiefs, were also on that daily schedule and were on the watch bill as security

section supervisors. They carried .45 caliber side arms when making their rounds.

Key West rapidly became a beehive of additional military activity. Unknown to us at the time, the US had become aware of the missiles in Cuba a week earlier and was ramping up preparations for war. Nike anti-aircraft missile batteries were set up by the US Army in at least a couple of locations on the island as well as at other sites in southern Florida. Several Army divisions were preparing to invade Cuba. The sounds of powerful Navy F-4 Phantom jet fighters and RF-8 Crusaders, probably flying out of the adjacent Naval Air Station at Boca Chica, roaring overhead at all hours, were a common occurrence. These flights were especially unnerving in the middle of the night, as they rattled the Jalousie windows of the BEQs. The Phantoms were probably escorts for the Crusaders, which flew frequent, low-level photo-reconnaissance missions over Cuba.

During the first few days of the confrontation the Soviets repeatedly denied the presence of their missiles in Cuba and raised strong objections to the Naval "quarantine". I remember our Ambassador to the United Nations, Adlai Stevenson, after challenging his Soviet counterpart to deny the missiles and being stonewalled, saying "... I am prepared to wait for my answer until hell freezes over...". He then displayed large aerial reconnaissance photos of missile sites to the UN Security Council and explained what they revealed, exposing the Soviet lies.

Tense negotiations ended about a week later when President Kennedy and Soviet Premier Nikita Khrushchev struck an eleventh-hour deal. In exchange for the withdrawal of their nuclear missiles from Cuba, the Soviets were promised that the US would not invade that Communist-controlled island nation. While this agreement allowed both sides to step back and take a deep breath, we did not relax our guard until late November or early December. We had been literally on the brink of nuclear war. To my knowledge we have never before, nor since, been so close to the edge.

The resolution of the crisis and subsequent relaxation allowed a personal happy ending. Fleet Sonar School was able to observe a Christmas - New Year break and I was able to take leave and participate in a wedding that had been planned for that period - mine! (Fast-forward to 2017: I'm proud and thankful that Louise and I are still together.)



SOVIET FOXTROT B-59

(5 Am / 1 Pm)

NAVAL MESSAGE **NAVY DEPARTMENT**

PREFERENCE	PAGE NO.	RELEASED BY	DRAFTED BY
PRIORITY	110000		

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APPRECIATION OF SOSUS ACTIVITY IN WESTERN ATLANTIC FROM 230001Z TO 271300Z

1. SOSUS TARGET TOTALS HAVE INCREASED SIGNIFICANTLY SINCE 230001Z WITH TOTALS ON TWO DAYS EXCEEDING 800.
2. DETECTIONS ON U.S. SUBS OPERATING IN SURVEILLANCE AREA INDICATES GOOD SOSUS VISIBILITY.
3. BREAK IN AIRFORCE MISSILE RANGE SUB CABLE HAS SERIOUSLY AFFECTED SOSUS COMM WITH NAVFACs HANEY AND TURKS. BACK-UP CIRCUITS BEING USED TO PASS HIGH PRECEDENCE TRAFFIC. →
4. A TOTAL OF 7 CONTACTS ON POSSIBLE SOVIET CONVENTIONAL SUBS HAS BEEN MADE. FOUR CONTACTS BY NAVFAC TURKS ISLAND, EVALUATED AS SOVIET GOLF CLASS AND DESIGNATED C 80 HAS BEEN CONVERTED BY VP A/C TO VISUAL SIGHTING OF FOXTROT. MAINTAINING INTERMITTENT CONTACT IN GENERAL AREA.
5. TWO CONTACTS BY NAVFAC CAPE HATTERAS BOTH EVALUATED POSSIBLE ZULU CLASS IN GENERAL AREA OF C 32.
6. NAVFAC SAN SALVADOR POSSIBLE FOXTROT BEARING BISECTING GENERAL AREA C 18.

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OPNAV FORM 310-359 (REV. 2-62)

COMOCEANSYSLANT Message to COMASWFORLANT and OCEANSYSLANT dated October 27, 1962

(Addendum – by Dick Rentner, Editor)

SOSUS had obviously improved since March of 1958 when the CNO, Arleigh Burke, felt it necessary to send a SECRET personal message to all Flag and General Officers concerning “Recent Submarine Contacts”. (<http://nsarchive.gwu.edu/nukevault/ebb275/03.PDF>) The CNO was commenting on the heightened activity during 21 – 26 February 1958, of reported unidentified submarine contacts by NavFacs Nantucket, Cape Hatteras, and Cape May. P2V and P5M aircraft provided air search effort with help from a Lakehurst ZP (blimp). Twenty-six destroyers, and the Antisubmarine Carrier USS *Leyte* (CVS-32) were also involved in the search operation.



P2V Aircraft



USS *Leyte* (CV-32) with Blimp and Destroyer

In his message the CNO stated that Communications are not rapid enough, there are not enough readily available search forces, and reaction time to get forces on station is too great.

He also stated that “SOSUS art is in its infancy” and that “growing pains” included accumulating a signature library and getting additional intelligence on Russian submarine characteristics.

He conceded that “SOSUS was simply designed to give warning when a submarine was in the area” and that

the “Sound Surveillance System must be developed as a bona fide tactical location and tracking capability”.

In defense of my fellow Sonarmen, in 1958 we were not just lazily tracking merchant ships and fishing boats in those early days. We really did want to find those Soviet submarines we were told were patrolling off our coast, but we had no idea what to look for. We had reams of locally taken photos of signatures, cataloged by signature characteristics and in many cases they contained actual ships names through using the shipping schedules published by our US harbors and Lloyds Register of ships. We could identify military ships by their unique characteristics and of course our own submarines, both diesel and nuclear.

During WWII, over thirteen years prior, many German submarines patrolled up and down our east coast, surely the Soviets could do the same. With no intelligence to guide us all we could do is report anything that looked other than the normal.

Quoting Bruce Rule in his IUSSCAA Message Board entry of June 3, 2016, commenting on Soviet submarines, “No one had any idea what snorkel-mode signatures would look like – and did not until the Cuban Missile Crisis in October 1962”. Rule also states in his message that we classified contacts “by exclusion rather than by inclusion”.

All we heard at the NavFacs from the intelligence world was the old story of “we know, but we can’t tell you because it’s classified above your level.” The efficiency of our SOSUS experts in Washington was very suspect. It wasn’t until 1965, seven years later, that the targets reported in February 1958 by those three NavFacs, were considered not valid by Bruce Rule.

The CNO concluded in his 1958 message, “The increased unidentified submarine activity in recent weeks is very serious. If there are submarines in our waters it is essential that we make contact, maintain contact and hold to exhaustion. --- Until we can hold a Russian submarine to exhaustion, make it surface and pay our respects to the Captain and offer him assistance – we will not have control of the problem.”

The CNO was saying that we have to prove that SOSUS can gain and hold contact on a Russian submarine. Then and only then will SOSUS be “a bona fide tactical location and tracking” system.

In 1962 SOSUS accomplished that.

Farewell to a Shipmate

By CAPT John Byron, USN (Ret)

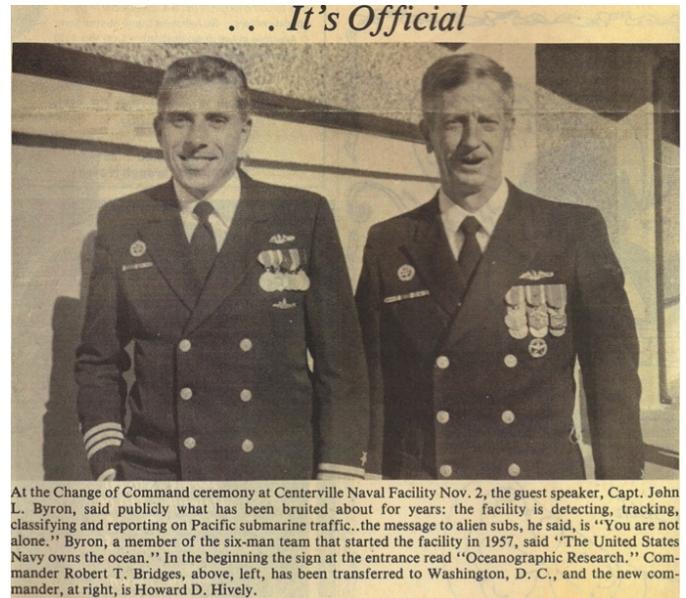
I first met Bob Bridges alongside SPERRY Pier in San Diego, 1976. I was in USS *GUDGEON* (SS-567) tied outboard of Bob's boat USS *SALMON* (SS-573) and we were both duty officers that evening. Up checking the lines around sunset, I found Bob doing the same. We said hello, found things in common, and talked topside for a half hour. My impression: this is a really good officer.

Time later I was Bob's detailer and watched him move up in the submarine force, XO in the submarine USS *BARBEL* (SS-580). Later still, me as head of the Training Branch in Trident Program Headquarters, opportunity came to get Bob into my shop. Exciting time, building the Trident Training Center in Kings Bay for the new Trident II system (US and UK), buying months of new curricula, and still running both Trident I and Poseidon training for the fleet. Lieutenant Commander Bob Bridges was outstanding in the job, my right arm, and we came to know each other closely as fellow professionals.

Later still (1991 or so), me down here as the skipper at NOTU and Bob as Commanding Officer at US Naval Facility Centerville Beach, California, he called me. Turns out my shipmate Howard Hively from my days in USS *TROUT* (SS-566) was relieving Bob at the NAVFAC. Their Commodore (Commander, Oceanographic System, Pacific) officiating at the change of command was to be Fred Crawford, classmate of mine in Submarine Prospective Commanding Officer School in 1979. And I was a plankowner at Centerville, one of a small cadre of enlisted guys trained to operate the equipment at the then (1957) brand new station. Small world.

Bob asked, would I come out and speak at change of command? Yes yes yes.

Here are my two buddies together on that day:



Bob last Navy assignment was as Executive Officer of the NROTC Unit at Thomas Jefferson's school, the University of Virginia, a most prestigious posting.

By chance Bob and I both retired here on the Space Coast, the Cape Kennedy Center area in Florida. He was very active in the submarine community, working hard to make the Navy League a success and serving the Naval Submarine League as its Secretary for years. At lunch together at a Naval Submarine League board meeting, Bob looked good and was his old self. At another function about two years ago, Bob's wonderful wife Marie, said to me, "Bob's not doing well." With a heavy heart I watched my old friend fade, but always with fight and good cheer.

With great sadness I learned of his passing on May 8, 2016. Friend, shipmate, a fine submariner and splendid naval officer, he put his whole heart into everything he did, family, profession, and friendships. Sailor, rest your oar.

PEOPLE NEWS – November 2017

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

MR. THOMAS BOXLER, USN (Ret) – Alturas, CA. Served in USS *THOR* (ARC 4) as Communications Officer 1958-60. Retired after 20 years of service in Navy.

CAPT JOHN BYRON, USN (Ret) – Cocoa Beach, FL. As an enlisted SO3 and SO2 served on the Pre-Commissioning crew at NAVFAC Point Sur 1957, CA and is a Plank Owner for NAVFAC Centerville 1957-59. A former SOC (SS) (Chief Sonarman, submarines) CAPT Byron served in 5 submarines and a cruiser. He also served as Commanding Officer USS *GUDGEON* (SS-567) and Commanding Officer Naval Ordinance Test Unit at Cape Canaveral, FL. 37 years of continuous active Naval service.

Ex-USN DEBORAH CARNES – Walhalla, SC. Served at NOPF Ford Island 1987-90.

Ex-OT2 ROBERT CHRISTI – Brooklyn, NY. Served at NAVFAC Adak 1974-75 and COSP 1975-77.

LT KATHLEEN KERSHNER (COLLMANN), USNR (Ret) – Lyndend, WA. Served at NAVFAC Keflavik as OT3 1985-87, NAVFAC Whidbey Island as OTA2 1987-88, an ASWOC as OTA1 1988-89, CINCPACFLT as OTAC 1989-92, and back to an ASWOC (TSC) as a Watch Officer 1992-2006. After serving 4 years' active duty, I spent the remainder of my time serving in the Navy Reserves. I was selected for the LDO program and retired in 2006 as an O3-E. I have two beautiful grown children and one still in the nest. Two grandbabies keep me busy! I took an interest in local politics and ran for office in 2009 and served my county for 4 years. Now I'm an armchair expert! Have held a contract with the state for 13 years and evaluate programs receiving funding to serve developmentally disabled adults. Have enjoyed my pursuits but can't say any have compared to serving with my shipmates in the Navy!

Ex-OT2 MIKE DANLEY – Mesa, AZ. Served aboard USS *ALBERT DAVID* (FF-1050) 1976-78 and at NAVFAC Centerville Beach 1978-79. Former IT Director.

Ex-OT2 FREDRICK DUBE – Portsmouth, RI. Served at NAVFACs Brawdy 1977-78, Adak 1979, and Centerville Beach in 1980. Wonderful memories as an OT! Went to college from Navy earning two BS degrees in Math and Earth Science (Geo and Ocean) and an MS in Physics. Worked in R&D, S/W engineering, Systems Architecture (DoDAF) for USW systems. Currently NAVSEA-NUWC.

LCDR MARY EVANS, USN (Ret) – Moncks Corner, SC. Served at NAVFAC Brawdy, COSL, NAVFAC Argentia, and COMNAVFORJAPAN twice. Retired – Certified Personal Trainer, volunteer fitness instructor with a local senior center.

OTA1 JOHN HUMMEL, USN (Ret) – Georgetown, TX. Served at NAVFACs Centerville 1970-71 and 1990-93, Adak 1971, San Nicolas Island 1972-73, 1979-80, and 1983-84, Coos Head 1977-79, Pacific Beach 1984-87 and NOPFs Dam Neck 1980-82 and Ford Island 1987-90. Retired from Navy in 1993. Wife: Cindy. Retired from USPS in 2013. Enjoying retirement with wife and my son's family taking in everything Texas has to offer.

Ex-USN THOMAS HUTTER – Livingston, NJ. Served at NAVFAC Argentina, Newfoundland 1960-61 and NAVFAC Ramey, Puerto Rico 1962-64

CWO4 DAVID JACKSON, USN – Oak Harbor, WA. Served at CUS 2013-15 and is presently serving at NOPF Whidbey Island.

Ex-OTA SANDI SIMS KINNER – Apopka, FL. Served at NOPF Dam Neck 1985-88 and NAVFAC Bermuda 1988-90.

Ex-OTM2 ROSS KRAEMER – Deer Creek, IL. Served at NAVFACs Point Sur 1983-84 and Argentina, Newfoundland 1990-92. Discharged in 1992 as an OTM2. Worked security at the Cordova, IL nuclear plant for one a year then was hired as a service tech with Patterson Dental in 1994. Promoted to sales in 1997 and have been selling dental supplies and dental equipment ever since.

Ex-RAF BOB KRETOWICZ – Cornwall, UK. Served at JMF St Mawgan 2002 to closure. Presently employed as a railways Signaler in Cornwall.

MR. WAYNE LEIBITZKE, Ex-OT1, GS (Ret) -- San Diego, CA. Served at NAVFAC Adak 1973-75; IUWG-1/EOD school Coronado, CA 1975-77; COSP Ford Island 1977-79; and IUSS Det NOSC, San Diego, CA 1979-83. Departed Naval Service June 1983 and began Civil Service Career at NOSC (now called SPAWARSYSCEN). Worked on TDP, TTS, LUNAR and other IUSS programs until 1998. Transferred to Command and Control until retirement in June 2010.

Ex-USNR SARAH JOANNA MASON – Ridgeland, MS. Served at NAVFAC Bermuda 1982-84.

STG2 DEVON McCABE, USN – Willington, CT. Served at NOPF Dam Neck 2014-16.

PN2 OWEN McGARRY, USN (Ret) – Cape Elizabeth, ME. Served at NAVFAC Barbados 1958-60. Owen is a retired snowbird who winters in Naples, FL.

Ex-OTA2 HEIDI MENO – Bellevue, NE. Served at NAVFACs Adak, Whidbey Island, Brawdy, and NOPF Dam Neck.

Ex-LTJG SAMUEL MOORE – Sayre, PA. Served as SUPPO at Readiness Training Facility, Dam Neck 1988-1990.

Ex-ET2 GEORGE MURRAY – Lebanon, PA. Served at NAVFAC Argentina 1968-70 and NAVFAC Barbados 1970-72.

OTM1 WAYNE/WENDY PLEMMONS, USN (ret) – Fife, WA. Served at NAVFACs San Nicolas Island 1969-70, Adak 1970-72, 1980-82 and 1985-89, Pacific Beach 1973-75 and 1978-80, Grand Turk 1977-78, Brawdy 1975-77, and Point Sur 1982-85. Retired from Adak on 31 May 1989. Went to work for Research Planning Inc (RPI) at Pac Beach on 01 Jun 1989 (the next day). While working for RPI, spent one six-month TDY to Adak over the winter of 92-93. Left RPI in 1995 when the contract was up. Went to work for Westport Shipyard Inc in 1995 as a Marine Electrician, building high-end luxury yachts. Left the shipyard in 2009 after 14 years. I've been retired since then. Enjoy camping, prospecting for gold, and paintball. Learning to weld (not accidentally while doing electrical work, but because I want to).

CDR DONALD PORTER, USN – Honolulu, HI. Served at JMF St Mawgan 2003-06

OTCM ERNEST “Ras” RASMUSSEN, USN (Ret) – New London, NC. IUSS affiliation 1956-64 and 1968-89.

MR. TYRONE REED, USN (Ret) – Arlington, TX. Served at NAVFAC Keflavik 1989-91, NOPF Dam Neck 1991-93, NOPF Ford Island 1993-94, and JMF St Mawgan 1994-97.

Ex-OTA2 JOHN ROGERS – Ashland, WI. Served at NAVFACs Bermuda 1985-88, Argentinia 1991-93, and Keflavik 1993-94. Also served at NOPF Dam Neck 1988-91.

MR. ED ROMSHE, WEC – Pataskala, OH. Worked at Western Electric 1978-93 in installation, testing and cable splicing. Ed has been working on Cellular equipment since 1993. He’s affiliated with AT&T, Lucent Technologies, Alcatel-Lucent, and currently Nokia USA in Dublin, OH.

Ex-OT1 RICHARD SCHMIDT – Aurora, IL. Served at NAVFACs Coos Head and San Nicolas Island and on-board USS *ALBERT DAVID* (FF-1050) from 1969 to 1977. Retired, married, grandfather, and soon-to-be great-grandfather.

MR. MIKE SCOTT, RN (Ret) – Plymouth, UK. Served at RAF St Mawgan 2000-05. Now working as a Safety Officer for cruise company NCL.

STG1 PHILLIP SENN, USN – Troy, TN. Serving at NOPF Dam Neck since May 2015.

STGCS CHRISTOPHER SMOAK, USN (Ret) – Gaithersburg, MD. Served at NOPF Whidbey Island 2002-06, CUS Det Naples, Italy 2006-08, CUS Det Oslo, Norway 2008-10, and Commander Undersea Surveillance 2010-11. Currently working at the Johns Hopkins University Applied Physics Laboratory in the Systems Group/Automation Processing Sector.

MR. ANDREW TAYLOR, GS Oceanographer – Eustis, FL. Project CAESAR cable operations for U.S. Naval Oceanographic Office Atlantic, Pacific, and Caribbean 1964 to 1970.

STG1 JOHNNY VELAZQUEZ, USN – Yokosuka, Japan. IUSS qualified, Position Tactical Coordinator. Married to Kyoko Velazquez and have 2 kids. Currently assigned to USS *ANTIETAM* (CG 54) in Yokosuka, JP. After this sea tour looking to stay in the IUSS community.

Ex-USN EARL WARNE – Palmyra, PA. Attended Fleet Sonar School in Key West, Florida April to October 1959. Served at NAVFACs Bermuda 1959-61 and Argentinia 1961-63. Earl is a retired barber.

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

In Memoriam

We regret to report the passing of 46 “shipmates” from our IUSS Community, whose names were reported to us since the November 2016 issue of *THE CABLE*. They have been added to our website IN MEMORIAM page, which now contains 472 names. The full list may be viewed at <http://www.iusscaa.org/memorial.htm>. That page also contains a link to the WECO SOSUS-Field Engineering Force Memory List, compiled by Mr. E.L. “Buddy” Frazier.

Last Name	First Name	Middle	Rank/Rate/Title	System Affiliation	Deceased
ARNOLD	David	L. "Dave"	Civilian	WECO/AT&T 1971-1993	Oct 2017
BABCOCK	Terry	L.	OTCS	USN 1960s-1980s	Dec 2016
BENTLEY	Gerald	A. "JB"	OTCM	USN 1969-1992	Mar 2017
BIRDSONG	Harold	C. "Hal"	OT3	USN 1971-76	Feb 2017
BRIDGES	Robert	T.	CDR	USN 1988-1991	May 2016
BROWN	Larry	L.	LCDR (Ex-OTC)	USN ~1967-1970s	Aug 1989
BROWN	Roy	R.	Civ Contr	TRW 1970s-1998	Feb 2017
BURTON	Earnest	E. "Ernie"	OT1	USN 1970s-1980s	Aug 2017
CARRIER	Maureen	K. "Reenie"	OT3/2	USN 1980s	Mar 2017
CHASALOW	Ivan	G.	PhD	Contr 1956-1996	May 2017
DUQUETTE	Brian	R.	OT3	USN 1976-78	Nov 1991
EGGLESTON	Jeffrey	C. "Jeff"	OTACS	USN 1970s-1990s	Mar 2017
EISINGER	Suzanne	D.	STGCS	USN 2008-2010	Jan 2017
EMORY	John	"Big Bird"	SOO2/Contr	USN/TRW 1959-1990s	Dec 2016
GIBSON	Harold	L., Jr. "Bud"	OTMC	USN 1971-1993	Jan 2017
HEBERT	Ransol	J. "Frenchie"	STG2	USN 1960s	May 2016
HILL	Rodney	Lee	OT3/2	USN 1973-76	Oct 2016
HOBSON	Donald	H. "Don"	Civilian	WE/ATT/LU 1962-2001	Sep 2017
HOWTON	Harry	M. "Pete"	LT	USN/Contr 1970s	Jul 2017
JOKINEN	Armas	S.	OTAC	USN 1970-1989	Feb 1996
KIDD	Carl	S., Jr.	OT3	USN 1969-1973	Oct 2017
KNIGHTLY	Timothy	Sr. "Tim"	OTAC	USN 1980s-2000s	May 2017
MAHON	Raymond	H. "Ray"	JOCS	USN 1981-84	May 2017
MALEY	Richard	J. "Dick"	EO1	USN 1976-79	Mar 2017
MANCINI	Balfour	G. "Bal"	STC	USN 1960s	Jul 2016
MILLER	Billy	E.	OTACS	USN 1960s-1985	May 2017
MILLER	Clinton	R.	OT2	USN 1970s	Dec 2016
MOSTOWY	John	W.	OTA1	USN 1960s-1987	Mar 2015
OSIAS	Rene'	L.	STGC	USN 1998-99	Jan 2017
PISULA	Thomas	L. "Tom"	OTAC	USN 1970s-1990s	May 2012
RAUGH	Benjamin	A. "Ben"	OTMC (SS)	USN 1970s-1990s	May 2017
SANTANGELO	James	"Jim"	OTAC	USN, USNR 1975-2001	Jul 2017
SHANLEY	Philip	H., Jr. "Phil"	OTCS/Contr	USN/BBN 1960s-1995	Feb 2017
SOLBERG	Daniel	A.	OTCS	USN 1964-1977	Dec 2016
TOMLIN	Stephen	A. "Steve"	RMC	USN 1970s	Jul 2017

Last Name	First Name	Middle	Rank/Rate/Title	System Affiliation	Deceased
TRONE	Dwayne	M.	SSG (USA)/OTA1	USN 1980s	Feb 2002
TUTTLE	John	W.	OTAC	USN/USNR 1972-1994	Feb 2017
TYLER	Thomas	N. "Tom"	Civilian	GS 1979-2017	Apr 2017
WAYRYNEN	Larry	A.	OTMC	1980s	Dec 2016
WILLIAMS	W.	Earl	Civ/Contr	WEC0/ATT/LU 1950s-1996	Sep 2016
WIRKOLA	Kurt		Civilian	1972-1980	2011
WIRKUTIS	Thomas	M.	ETN2	USN 1960-62	Jul 2016
WIZNER	John III		OTA1	USN 1980s-1990s	Dec 2016
YACONIELLO	William	J. "Bill"	LCDR	USN 1950s-1976	Mar 2017
YORTY	Thomas	"Tom"	OTAC	USN 1974-1999	Aug 2017
YOUNG	Jerry	L.	CTM1/OTCM	USN 1970s-1980s	Jun 2016

Compiled by Jack Holdzkom, OTCM, USN (Ret)

IUSS / CAESAR



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