

The Cable

Official Newsletter of the IUSS/CAESAR Alumni Association

IUSS / CAESAR



Alumni Association

NOVEMBER 2021

DIRECTOR'S CORNER

Nick McConnell, OTACS, USN (Ret)

Hello gang,

Well, another year has passed in the blink of an eye. It appears the virus is winding down and it's sure nice to be out of the house and doing things again. Let's hope this evil thing is behind us.

Many thanks to **Russ Lownie, Mike Kilpatrick, and Jack Holdzkorn** who continue to do the heavy lifting that keeps the Association afloat.

Dick Rentner, Ellis Sutter, and Jack have produced another excellent newsletter. I believe you'll enjoy the many interesting articles our membership provided. Thanks to all who contributed.

Currently, the Association stands at 963 active members, several of whom are currently serving at IUSS facilities. In the past year, we've added 31 new members. Sadly, we also list 590 members in the Memorial section, with 30 names added this year. See the In Memoriam annual update at the end of this newsletter and the full list on our website, which is updated monthly.

A significant event occurred in June as **Jeff Cleary** retired as CUS Director of Intelligence. Jeff started in the system in the early 80's, completing tours at Bermuda and NOPF Dam Neck. After discharge, he went to work for Summit Research and travelled the world for about a decade teaching acoustics to the aviation community. Jeff came back to the system in the mid 90's as one of **Stan Carmin's** analysts. He ultimately took over N2 when Stan retired and served in that capacity for many years. In my opinion, Jeff is one of the finest and brightest people to ever work in our system. The loss of his corporate knowledge will be immense, but his relief, **Guy Stanley**, and his very fine staff are more than capable. Fair winds, Jeff and thanks for a job exceptionally well done!

Welcome Aboard to our new Commodore, **CAPT Steven Faulk** and Farewell to **CAPT Brian Taddiken**.

IUSS is alive and well today and doing some exciting things. Wish I could talk about some of them. Trust me.... some of it would blow you away. We've come a long way from the days of trying to find contacts on FQQ-1 grams.

As always, we welcome your comments, criticisms, and suggestions. You can contact me at bogey20732@yahoo.com.

Wishing you all good health,
Nick

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Pacific NAVFACs Family Reunion

By Irv (Dee) DeMatties, OTCM, USN (Ret)
and
Ex-OTA3 Dixie Banner, USN



Reunion Attendees

On the weekend of July 16-18, 2021, 54 former OTs, spouses, and friends gathered for the second “Family Reunion” of Pacific NavFacs, in Sturgis, SD. The group was formed by common Navy bonds, particularly their shared experiences within the IUSS community.

The initial such reunion was formed by former Adak personnel in 2012, and held in Las Vegas, NV. Wanting to see our “brothers and sisters” more frequently, beginning in 2020 we began collaborating on Facebook to discuss the idea of successive reunions, since it had been a number of years since we last gathered. However, with the onset of COVID-19, the plan was delayed until July of 2021.

We submitted a poll of five different locations via Facebook and Sturgis was selected. From there it was coordinated via Facebook Messenger, with several team members throughout the country: Julie Spradling, Vanessa Powles, Tom Niemiec, Julene Romsland, John Wallace, Steve Locke, Roxanne Hull, Alan Blanchard, and Mark Kay.

Main events and venues included: Meet and Greet at Kickstands, Friday, July 16th; dinner at Loud American, Saturday, July 17th, and breakfast and farewells at Kickstands, Sunday, July 18th. Bright yellow T-shirts, featuring Adak Island (“birthplace of the winds”) were worn for the group picture and other events, and can be seen in some of the accompanying pictures.

Besides the camaraderie, “sea stories”, food and drink shared at various events, many people took advantage of several nearby attractions, spectacular vistas, and historical sites, found in Rapid City, Custer State Park, Mount Rushmore National Monument, Crazy Horse Memorial, Deadwood City, the Black Hills, Badlands National Park, Needles Drive, Spearfish (SD) and its Canyon Drive with waterfalls – and much, much more.

The reunion was a great success, enjoyed by all. Special kudos go to members of the organizing committee, as well as to the staffs at Kickstands and Loud American.

Plans for the 2024 reunion will be ongoing in the next year and will be posted on Facebook’s “Navy Reunion Group - For NAVFACs in the Pacific Region.” This event clearly demonstrated the ideals and definition of family. Stay tuned to this Facebook Group and, should time and ambitions allow, please get involved.

LIST OF ATTENDEES

LAST NAME	FIRST NAME
Bailey	David
Banner	Dixie
Blanchard	Alan
Brewer	Mark
Burnett	Philip
Chapman	Tracie
DeMatties	Irving
Devers	Doug
Doubrova	Frank
Dvorak (Johnson)	Tiphany
Farrington	Kimmie
Gagnon	James
Goldhammer	Lynn
Holland	Richard
Hull	Roxanne
Jones	Frank
Kay	Mark
Knigge	Jay
Locke	Steven
McWilliams	Kevin
Meade	Robert
Mooney	Joe
Nault	Rick
Nault	Shelly
Niemiec	Tom
O'Neill (Hallock)	Tracy
Oberlander	Russ
Peters	Saraha
Plemmons	Wendy
Powles	Vanessa
Ridley	Tim
Romsland	Julene
Rozman	Mark
Smallegan	Gene
Spitcaufsky	Terri
Spradling	Julie
Thomas	Glen
Underwood	Greg



Flag raising at Kickstands



Guys at Kickstands Venue – swapping “sea stories” and the latest scuttlebutt



Loud American Restaurant and Bar – Venue for Saturday’s Reunion dinner



(L to R) Dixie Banner, Irv DeMatties, Saraha Peters, and Vanessa Powles



Irv DeMatties presents Julie Spraliding with his ball cap – Retired Navy with IUSS insignia (one of two known to exist) given to DeMatties by OTMC Howard Butts

IUSS Short Stories

SOSUS Reflections

By George Widenor, OTCM, USN (Ret)

As the *Cable* was being prepared for publication, I was invited to provide some ad hoc thoughts regarding some historically significant events in our SOSUS story. Following some back-and-forth discussions over a few days, I was moved to complete my thoughts in an early morning email....

As I waited for sleep to come last night, I found myself reliving those days back in 1968, following the loss of USS *Scorpion* (SSN 589), as if they were on an "endless replay loop." And that isn't at all a bad thing. What we were doing, the way we were doing it, and the overarching implications of our actions that were vitally important to our national defense.

What puts a little extra spring in my step this morning is reflecting back on what we did as STs and OTs - what we were entrusted with on any given day when we brushed the green curtain back and walked onto the watch floor. Millions of folks back home going about their daily lives, and undersea warriors either hunting or being hunted, while awaiting orders to rain fire and hell upon the earth. We played such a profound role in keeping watch over the Cold War scenario. This must be the reason that we are still engaged in meaningful discussions, 50+ years later.

Intruder Drill Debacle

By Randall Brown, STGC, USN (Ret)

At a small West Coast NavFac in the mid '80s, during a late-month midwatch, our section needed an Intruder Drill to fulfill the monthly training requirement. Because the drill required the "Investigating Team" to depart from the Watch Floor in their search of the building for possible intruder or intruders, I first cleared the drill with the Operations Watch Officer (OWO), an OTACS who was filling in for the regular OWO. We also had a new Ensign, an "OWO under instruction," so the drill would be good training for her also.

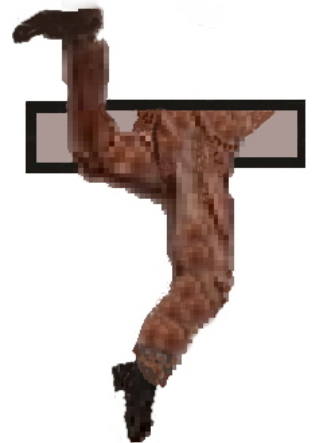
I acted as the intruder, with the section Reader, DAC Operator, and Plotter also participating in the drill as the Investigating Team. That meant that the OWO and the new Ensign would be the only ones left on the Watch

Floor as the drill progressed. As per Standing Operating Procedures, the manual locks on the Watch Floor doors were enabled during the intruder alert.

After the drill was completed the Investigating Team and I were walking back to the watch floor, when the OTACS left the Watch Floor and started debriefing the drill. A minute later the Ensign also exited the Watch Floor but, as she left, the door closed and locked behind her.

The jaw-dropping realization that the Watch Floor was now vacant and that our whole watch section was now locked out overcame everyone. The OTACS was understandably very determined to get back into the Watch Floor at any cost.

The Comm Shack was right next to the Watch Floor and there was a portal in the adjoining wall through which to pass printed messages. The OTACS rushed into Comm and started taking apart the metal frame surrounding the opening from Comm to the Watch floor. After about 15 minutes he was able to gain access to the Watch Floor through the small opening in the wall and unlocked the door. We replaced the metal frame around the hole in the wall but, looking at it, you could tell something was different - it did not fit as well as before. I am not sure if this was ever brought up to the chain-of- command but I never heard anything about it again.



Initial Telecom System at Brawdy

By Gene Godsoe, WECO, Member of the Technical Staff (Ret)

During Brawdy's start up the T-Building was like a London Tube during the Blitz. People from Bell Telephone Labs (BTL), Western Electric Company (WECO), and others, like Ion Francis and every VIP on both sides, were visiting. In late '73 Earl Williams called me in Japan and asked what I knew about a Telephone

PBX. I told him it was an electrified version of 2 tin cans and a length of tight string, so he said I would get a call from Dangerfield to head home. I would be going to Brawdy to fix a WECO DIM2000 PBX system to make it interface with British Telecom (BTC). My instructions were to "just go do it." By the time I got there, in Dec 1973, BTL had determined that a WECO PBX could not be made to interface with the BTC systems or connect through it with US bases in the UK.

It took me a week to get on board. The BTC local engineer gave me a list of the dial coding and signaling for their systems and a Welsh version of "Lots of luck, it won't work." Disturbingly, I had never worked on a state-of-the-art solid-state PBX system, but I was determined that there must be a way to accomplish the impossible.

About 2 weeks later on a miserable, rotten, cold Welsh Monday morning I went to see the OpsO, CDR Will James, whom I had met previously at COSP during the Barbers Point installation. When I mentioned the PBX he made a remark that was unbecoming of an Officer! PBX was a dirty word at the time, with everyone having to go to the RAF Base to make phone calls. I replied, "If you are displeased, why not call COSL to complain?" He said he would if he could, but it was already decided to scrap it and bring in a British system. I replied "Well you should call anyway and tell them to hurry up, as you need a phone." I goaded him into picking up the phone to get the usual dial tone that worked in the building. I said "Dial 9" and he did and got another dial tone. I then told him "Now dial a number at COSL." He dialed and to his surprise someone at COMOCEANSYSLANT in Norfolk, Virginia answered. He had a long chat with that person. Up until that point I had never seen him smile! I then gave him a card of the prefix numbers, 9, 8, 7, 6 to dial directly into: 9 for the US Autovon system, 8 for tie lines to the RAF base, 7 for Upper Heyford and 6 for outside to the local BTC exchange. I think he was on the phone the rest of the week, non-stop.

As I was leaving his office, I told him "If you want a System, call an engineer; if you want it to work, call a technician!" I left Brawdy not long after that to go to Antigua. I never again went to Brawdy, nor did I encounter CDR James again.

Crispy Critters!

By Thomas Koehl, CDR, USNR (Ret)

As a newly commissioned Ensign in 1971 I received orders to six weeks training at Fleet Sonar School, Key West prior to reporting for duty at NAVFAC Bermuda. I packed up and flew down to Key West, fully expecting to study oceanography. On Monday morning reality set in,

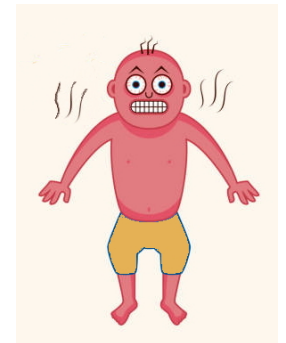
and I learned what a lofargram was and was disillusioned about whales and dolphin training. I also discovered that a classmate actually had a degree in marine biology and was an experienced diver.

Within days a small group of us who were avid snorkelers and scuba divers began getting after-class lessons in marine life in the Key West shallows. This went just fine and we were having a great time in the crystal waters. Perhaps the instructors noticed that several students were getting a bit of sun, so they made a point of telling us that if we ever got badly sunburned and thought about skipping class we could be court-martialed for damaging Government property - us. We were pretty skeptical about what the UCMJ would say about that, but at least I was wary of missing a class.

After a few weeks we had exhausted the nearby dive sites and asked some of the old salts for recommendations. One older chief told us about the old WWII sub pens, giving us some vague directions but promises of interesting diving.

On Saturday we collected our gear and drove out to where we thought the pens might be, but all we found was a high fence and a gate with a sign stating, "US Government Property, No Unauthorized Admittance". Okay, we were government property too, so we stripped to our swim trunks, tossed our gear and towels over the gate and climbed over. We couldn't see where the road led, but it looked promising and we started walking.

Nearly two miles later we finally reached a series of deep man-made lagoons, geared up and dove in. As it turned out, the so-called slips were riddled with jelly fish and we spent most of our time dodging them. After a frustrating hour or so, we gave up and walked back to the gate. Unfortunately, we hadn't counted on the clear skies and blazing hot sun, which turned us all into blistered lobsters.



By evening I was running a fever, chilled and shivering and vainly sought relief in a cool shower. By Sunday morning I could barely move for fear of cracking the skin on my shoulders and back, so I spent the day lying in bed, almost immobilized, and dreading Monday and starched khakis.

The uniform shirt was excruciating and I spent the day sitting at attention, along with my fried companions, while the instructors struggled not to laugh at us. The week was brutal, especially when the blisters began to weep and soak spots on our shirts. It was a hard-learned lesson and we all should have known better.

A Very Special Afternoon

By George Widenor, OTCM, USN (Ret)

Life offers many blessings. November 4, 2009 was a great day in my life, and I want to share the highlights with you. My grandsons, George (5th grade) and Christopher (4th grade) were performing in a school program in Meridian, Idaho. As they normally do, the school has a matinee performance and, as usual, Peggy and I were in the front row. We got there an hour early to ensure that grandpa and his video camera would have a good vantage point.

The musical program had a "life in the US" and overall "patriotic theme," with a focus on "thanking a Vet" if you enjoy your freedom. Following a song that praised our veterans, an adult read the story that John McCain told about a fellow Hanoi POW who made an American flag out of scraps of cloth, and how much that flag meant to the POWs.

He then led the audience in a very inspired "Pledge of Allegiance." Immediately following the pledge, he asked for any veterans in the audience to stand. Each Vet was presented with a scrolled copy of John McCain's story secured with a neatly tied red, white, and blue ribbon. Each copy also contained hand-written expressions of appreciation from 4th- and 5th-grade students. While I was standing, a lady sitting next to me, whom I did not know, tugged on my sleeve and whispered "thank you." Have you ever seen a grown man cry? I can assure you that I will treasure that piece of paper for the remainder of my life, and I have already placed it safely next to my "retirement box." The program ended with the audience singing the National Anthem.

On the way home, Peggy and I stopped for our normal mid-afternoon coffee, and then on to the polls to vote in the local City Council race. Somehow, voting seemed to be the perfect way to end the afternoon.



Stories From “OUR BOOK”

By Ed Smock, OTCM, USN (Ret)

ECHO II - USS *VOGE* (FF 1047) Collision

By Harry D. Train II, ADM, USN (Ret)

An edited excerpt from the Naval Institute oral history of Admiral Harry D. Train II, U.S. Navy (Retired):

“The Sonar that Brought up a Different Kind of Echo”

When I took command of the Sixth Fleet in August 1976, I had some specific guidance from Admiral Jim Holloway, the CNO. He told me to ensure that when the ASW squadron came over, they not be just scooped into the assets of Commander Task Force 60, but rather employed in a specific way that would keep them at sea, performing their mission of evaluating the towed-array sonar. The ASW squadron consisted of five towed-array frigates and command ships.

Two types of towed-array sonar are the TACTAS and the interim tactical towed-array sonar system, ITASS. TACTAS was the towed array that was streamed behind a variable-depth sonar buoy. ITASS was a long array with speed and maneuvering limitations. TACTAS did not limit the speed or maneuverability of the ship upon which it was installed. The USS *McCloy* (FF 1038) had the ITASS; USS *Moinester* (FF 1097) and USS *Connole* (FF 1056) had the TACTAS. The fourth and fifth ships of the squadron were two more frigates that served as ASW command ships, USS *Voge* and USS *Koelsch* (FF 1049).

This was not in any sense a hunter-killer group. It was strictly a development group, and what Admiral Holloway wanted to do was get an up-or-down decision on whether the U.S. Navy should invest in towed-array sonar. He apparently believed that the previous employment of the ASW squadron had not worked, because it had just been swept into CTF 60 and used for plane guards and other chores. It wasn't easy to hold the line on that, but I understood those directions quite well. And while I had some fussing to do with people like Rear Admiral Dutch Schoultz, who was the CTF 60 commander, I held the line. The ASW squadron spent over 80% of the time at sea, doing their developmental work -- and nothing else.

When we brought in this development group, I met with two of the Sixth Fleet's task force commanders, Rear Admiral Nick Nicholson and Rear Admiral Bill McLaughlin. McLaughlin had the land-based patrol aircraft, and Nicholson was the submarine task force commander. We created a new task force, CTF 66, which was the theater ASW force. I placed Admiral Nicholson in command of CTF 66 and made McLaughlin his deputy.

The thrust of this was that, between the two of them, they owned all the submarines and all of the P-3 aircraft. The problem with the previous tests of the towed-array sonar was that surface ship sonarmen did not know how to read lofargrams. They did not know when they had a target in the same way that submariners and P-3 aviators did. So, we got the submarine sonarmen and the P-3 sonarmen to tutor the surface ship sonarmen on how to read lofargrams, and it worked pretty well. In addition, both Nicholson and McLaughlin provided days and days of submarine and P-3 services to the ASW squadron.

The ultimate success story of the ASW squadron was when a Soviet ECHO II-class nuclear submarine was picked up by an Atlantic Command submarine outside the Med, trailed through the Strait of Gibraltar without losing contact, and passed to the ASW squadron. Once in the Med, contact was alternately maintained by submarines, P-3s, and the ASW squadron. Contact was passed from the submarine to the P-3s, to the ASW squadron, and back to the P-3s. If the ASW squadron lost it, they would tell the P-3s and the submarines, and the submarine that was in trail would get the ASW squadron back on contact. They tracked it for ten days. The ultimate act was on 28 August 1976, when the skipper of the ECHO II got mad and ran into the side of the USS *Voge*.

The *Voge*, the *Koelsch*, the *McCloy*, and P-3 aircraft were out there and had been tracking the submarine all the way from Gibraltar to the vicinity of Crete. Every time this ECHO came up to periscope depth, he saw one of these ships around. For some reason, he thought that the ship that was tracking him was the *Voge*. The *Voge* was just a communication link. It wasn't a towed-array ship, but they all looked alike. So, he decided the *Voge* was the ship that was causing him all this grief, and he came up to periscope depth and saw the *Voge* way off on the horizon. The *Moinester*, which was closer, really had the array. But he didn't think the *Moinester* was his problem, because he hadn't seen it before.

When the *Voge* started to run, the ECHO II came up alongside, about 600 yards out, ran with the *Voge* for several miles, and then just turned right towards the *Voge* and ran into it. Tore part of the propeller off the *Voge* and punctured the hull back there in one of the after compartments - after steering.

The only personnel casualty on the *Voge* was that a sailor fell off the 01 deck onto the main deck from the impact. The ECHO rolled over about 45 degrees from the impact and just went under and then didn't reappear. At the time that I was called, I was at home in Gaeta, Italy, the home port for my flagship. I felt I couldn't leave home, because I didn't want to get out of contact. Captain Ted Parker, my chief of staff, lived right down next to the flagship, which was the cruiser USS *Little Rock* (CG 4). So, he ran over to the flagship. He and I were talking back and forth, and he was sending the messages from the flagship. He personally told the *Koelsch* to send a flashing-light message to Vice Admiral V. I. Akimov, the Soviet Mediterranean Squadron commander, who was in the same anchorage aboard a Soviet submarine tender.

Just for background, the third Incidents at Sea conference occurred shortly before I relieved as Commander Sixth Fleet. This collision between the *Voge* and the ECHO II was one of the first things that happened after I got over there. It was fairly close to the anchorage off of Greece, where the Soviets used to anchor in fairly sheltered waters. The *Koelsch* was there in the anchorage with them, anchored alongside of all the other Soviet ships that were there in that open-water anchorage.

The purpose of the message I had Ted Parker send to Akimov was to tell him that the collision had occurred. I told him where the collision occurred, and I told him he better send a ship there, because their submarine hadn't come back to the surface right away. I didn't know what had happened to their submarine.

He said, "Thank you very much, I'm sending a ship. What happened?" He hadn't heard about the collision from his own channels, because he had no ships in the vicinity when it happened.

By that point, the State Department and everybody else were plugged into this and I felt I had to ask them, "Can I answer the question?"

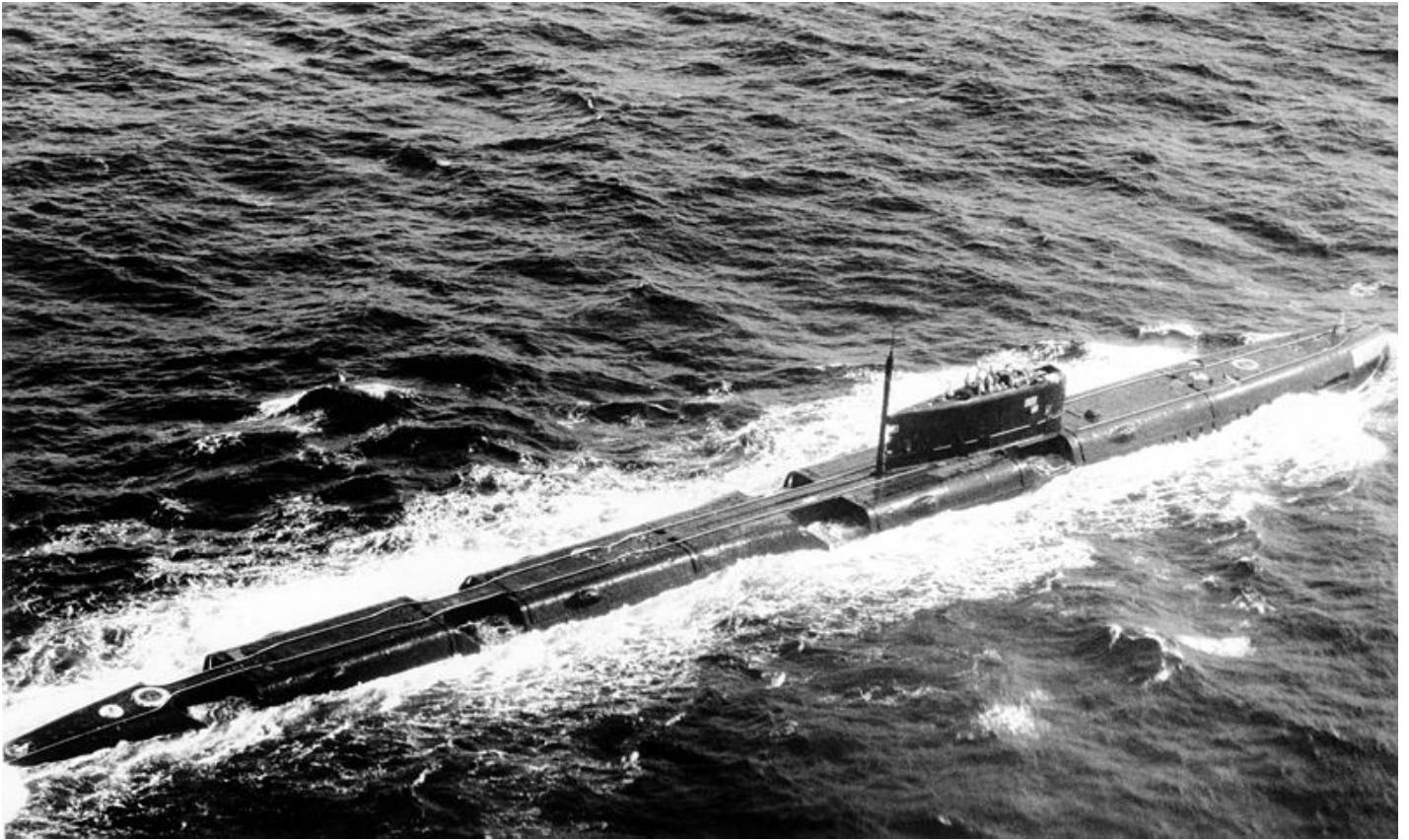
I was told by the Pentagon, "No, State says don't answer the question." As a result, I think we missed a golden opportunity to set the record straight. Then we fiddled around trying to get the information to him that I could have given him, because I knew what had happened. It was the most photographed, recorded collision, I guess, in history. P-3 aircraft taping it, we had tapes of the *Voge*, we had photographs of the ECHO II coming all the way in.

After the collision itself, the ECHO finally came up. The whole front of the sail was stove in, and I don't know if they had any antennas or not, but Akimov's ship got there pretty fast, and they went away with him. My Soviet friends told me the skipper of the ECHO was drunk.

Further damage occurred to the missile ports for the SS-N-3 Shaddock anti-ship cruise missiles. The USS *Voge* suffered damage to her hull, propeller and shaft, with repair costs estimated at \$600,000. The Soviets were unwilling to admit any fault in the incident, even though the submarine was operating in the submerged mode and even though it overtook the *Voge* from the rear. Under international rules of the road, the Soviet submarine was the burdened vessel and required to remain clear.

That collision was the most dramatic thing that happened during our ASW tests. Later, during my tour as commander of the Sixth Fleet, there was a second deployment of the ASW squadron under a different squadron commander, but equally successful and with different ASW task force commanders involved. But by that time, the decision had been made that towed-array sonars were the way to go. And I am led to understand that it was those two deployments of the ASW squadron that resulted in a relatively early buy towed-array-sonar decision on the part of the Navy.

The collision occurred August 28, 1976 in the Ionian Sea. Photographs have been withheld until now by the State Department because the USSR is unwilling to admit culpability. The U.S. has not filed an admiralty claim and has no plans to do so.



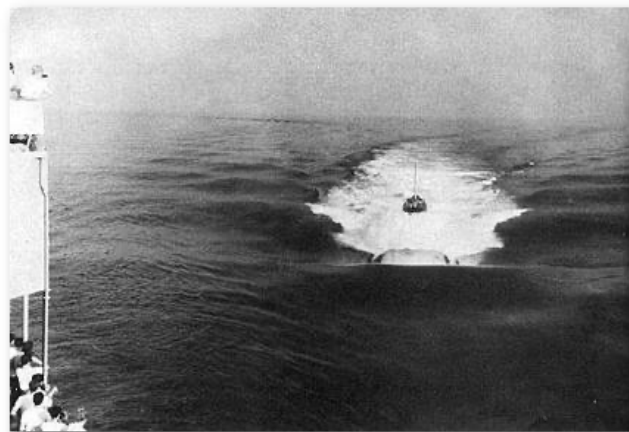
ECHO II



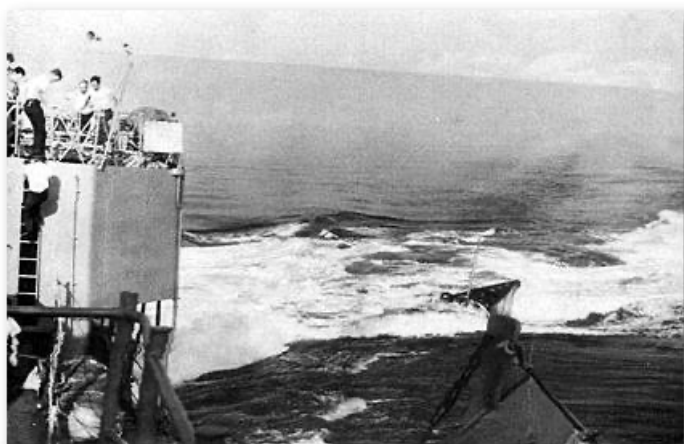
USS *VOGE* (FF-1047)



The Echo II's periscope was sighted intermittently for about an hour before the submarine overtook the U.S. ship from the rear with its sail partially above the surface.



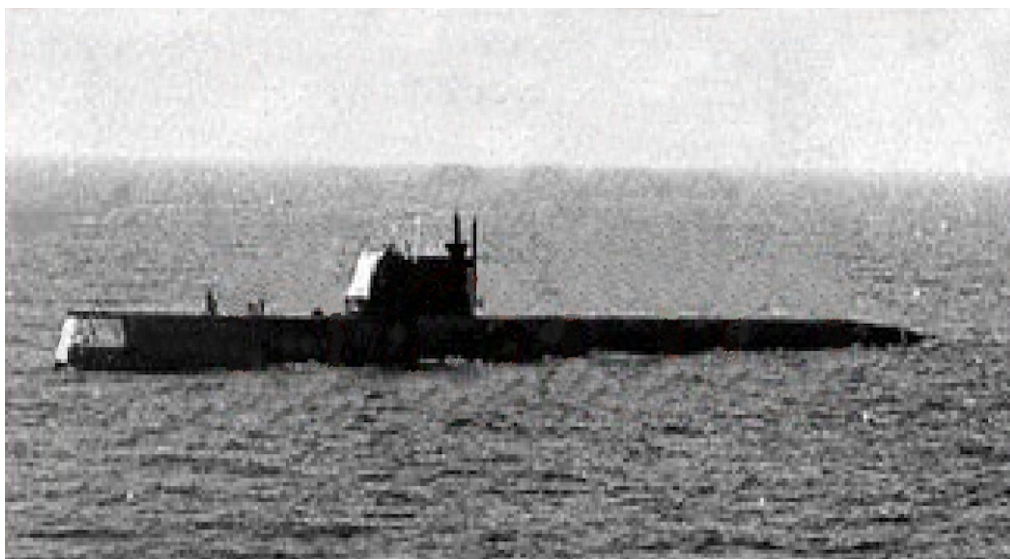
The *Voge* is steaming at 10 kts when the Echo II turns to starboard towards the *Voge* and increases speed to more than 17 kts. *Voge* crew watch the sub approach.



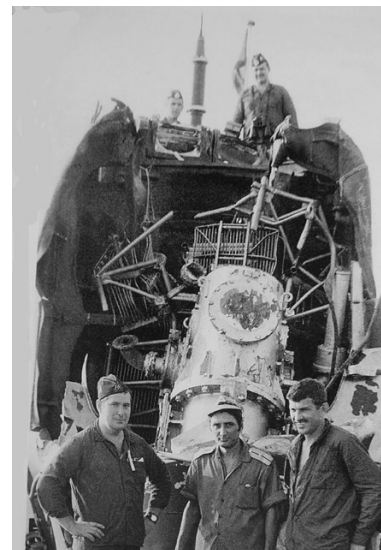
The sub collides bow-on with the *Voge*'s port quarter and passes astern. Note sailors scrambling for stations.



The USSR boat wallows in the sea, suffering damage to her bow, sail, and forward decking.



Echo II adrift with a temporary cover over the ruptured sail.



Damaged sail of Echo II



USS *Voge* drydocked in Toulon, France

Editor comments.

For about two hours, *Voge*'s crew kept the ECHO II under surveillance, even to the point of getting a number of photos of the periscope. The ECHO II skipper apparently lost track of *Moinester* a number of times. Soon the sub skipper noticed *Voge* for the first time and realized he was about to collide with her. Too late he ordered an emergency dive, and seconds later K-22's bow and sail rammed *Voge*'s port quarter. Both ships were seriously damaged. The ECHO II had damage to missile container No. 1, extension devices, and the fin structure. *Voge* sustained serious structural damage to the stern that necessitated drydocking at Toulon, [France](#). On 7 November, *Voge* successfully completed post-drydock sea trials, and then headed to Rota for turnover. On 20 November, she stood out of Rota, bound for Mayport. The frigate reentered her home port on 2 December.

The *Voge* spent her last years of service mainly operating in the Caribbean and eastern Pacific conducting counter-drug and law enforcement cruises. She was decommissioned on 1 August 1989.

Cold War Stories - Playing Chicken

From the “Russian Navy Blog” Monday, June 9, 2008

The Soviet ECHO II-class SSGN (K-22) was finishing up operations in the Mediterranean Sea near Crete. On 28 August, 1976 the boat was 150 miles to the southwest of the island when it came to PD at 1628. The commander spotted the Knox-class frigate *Moinester* (FF 1097) in the periscope. The captain immediately estimated bearing and range by eye, bearing 183 relative, range 40-50 cables (*8-10 thousand yards*), but in reality, B192, R20 cables (*4 thousand yards*). Instead of breaking off, the captain decided to maintain contact for training.

At 1636 the boat dove to 140 meters, turning on C110, 10 kts and began to close the American frigate. The water depth was 2900 meters, SS 1-2, wind 280 3m/sec, visibility daytime unlimited. The captain of the submarine considered himself as detected by the frigate and maneuvered and varied his speed in order to carry out a break away maneuver. Thanks to his incompetent actions he created a poor sonar environment for his sonar and received spotty data from the targets and didn't have a clear view of the surface situation. Maneuvering on a parallel course with the *Moinester*, distance became 17.5 cables (*3500 yards*), unacceptably close (course 050).

In these conditions, he came to PD three times – 1650, 1738 and 1753 – and never saw the second frigate. The submarine captain gave the verbal order to quit updating the log, did not sound a general alarm, did not share the data on target movement with the XO, the Nav or the tracking party. He constantly made mistakes in estimating distance and more than once approached at high speed into the skip zone (3-5 cables, *600-1000 yards*) from the frigate *Moinester*. At 1753, the captain detected the frigate bearing 062 relative, 7 cables (*1400 yards*) and turned sharply left, beginning a zig-zag maneuver. The SSGN continued on a general heading of 320 at a depth of 4-5 meters, exposing the sail above the surface of the water. Because of the zigzagging and the vibration produced by the violent maneuvers, observation through the periscope was difficult and the captain lost sight of the frigate several times, finally losing contact at 1815.

Ten minutes later, unexpectedly for him he saw a second American frigate at very close range. At 1825 the commander of K-22 gave the command “Emergency deep” and “Down periscope”. These measures were too late and the SSGN plowed into the port side of the frigate *Voge* a minute later at 17 knots, under the helo hangar. The blow was struck by the bow of the boat and followed up with the forward part of the sail. The *Voge* received huge dents in the hull, cracks in the bulkheads and a damaged screw. The *Voge* lost way and was towed at first to the base in Crete and to Toulon, France for repairs in September. The Soviet boat suffered damage to the bow on the outer hull and the sonar dome for the “Kerch” system, and to the “Argument” missile guidance antenna. The boat had to surface and departed the area of the accident under its own power while being escorted by Soviet ships. Emergency repairs were conducted at Kithera anchorage and after that the boat returned to Severodvinsk for major repairs.

A Barry Millard Story

In our “IUSS Glossary” (that I maintain) we have an acronym definition listed for GOBI as: “GOBI: Generalized Oceanographic Bearing Interpolation. GOBI was a procedure developed for and maintained at one site only, NavFac Keflavik, Iceland.”

Over the years I searched for the actual definition for the term GOBI. From various inputs and from Kef personnel who had used the procedure - we came up with Generalized Oceanographic Bearing Interpolation as a good definition to use.

However, my search took me to the contractor engineers who developed, installed, and trained the operators at Kef for the real answer – and here was their input:

Initially, they did not really have a name for the procedure when it was delivered. Their Point-of-Contact at Kef for this effort was Barry Millard. They said Barry's demeanor was “SO DRY” that he reminded them of the GOBI desert. So, they called the procedure “GOBI” – named after Barry's demeanor. And now you know “The Rest of the Story.”

(Ed Smock, OTCM, USN-Retired)

Another Barry Millard Story

I have a short story to tell about Barry that very few people have ever heard. Allow me to share it with you.

The Timeframe was 1969-70 when we were stationed at NAVFAC Centerville Beach. This particular day we were en route to NAVFAC Coos Head to provide 3-4 day ORI-related training. OPS Officer LT Bruce Thunberg, PO2 Barry Millard, and I, STCM Smock. We had elected to take Barry with us, as he was an up-and-coming young analyst.

It was the time of “Z” Grams when beards and longhair were permitted. Barry really took to that “Z” Gram, his hair was very long, and he had a pretty sad-looking beard. He looked very much like a “San Francisco Hippie.” Bruce and I were of course old school with very short military haircuts.

Traveling rather late in the evening we decided that a pit stop was required. On the road we saw a dim light indicating “Café and Beer,” so we pulled in. Barry, having the most need for the break, went immediately to the rest room. Bruce and I proceeded to the bar and we decided that when Barry came into view we would create a scene to the bartender about him allowing “G-D Hippies” in his café. We also thought we could state that we should give him a G-D haircut.

As Barry exited the rest room, Bruce and I commenced our diatribe. Things very quickly got out of hand. We did not notice that there were two locals at the bar, either fishermen or loggers. They strongly joined in on our complaint. The bartender also joined in and produced a pair of scissors. They were SERIOUS.

We told Barry to run quickly to the car – and off we ran. Bruce and I missed out on the pit stop and none of us got any beer.

From that day on, every time Barry and I met, like at COSL, Kef, the 60th and 65th etc., I would holler out “G-D Hippie” – We would hug and relive that frightful evening over again...

I have lost my “G-D Hippie” – but the memory remains. Rest in peace my “Hippie” friend.

(Ed Smock, OTCM, USN-Retired)

(**Editor’s Note:** Master Chief Millard passed away on 29 July of this year.)

Bermuda Powers Up a Sub 200 Miles Out To Sea

By Gene Godsoe, WECO, Member of the Technical Staff (Ret)

I was reading about the damaged nuke sub, USS *Connecticut* (SSN 22), in the South China Sea and it reminded me of an incident back in either May of '74 or May of '75 while I was in Bermuda. My WECO team and I were doing a communications backfit on a few power panels.

Bermuda’s new T-building had an unusual layout. Sometime after the new building was built, a second floor was added above it. A void between the two floors was not shown on the floor plans and, as a result, insufficient materials were sent to accomplish our present task.

The T-building was set well-back off the road to Somerset and across a bit from the original Naval Station. During WW2 tunnels were made and one of them held surplus installation materials from when the new T-building was built, that being 10 years earlier. I had been told about it on a previous job and had looked there for materials I could use for the present job. In the back of one tunnel were four 6-foot tall reels of 500 MCM copper power cable (about an inch in diameter) for underground burial. I had heard that the

cable was to be a buried power line from the generator building over to the Naval Station, but it was never installed.

I forget whether it was the EMO or XO who came to me just after we got to work one morning and asked if we had any “wire” we would not be using. Wire? What kind of wire? He didn't know the answer, but said it was an important request from “higher up”. I said “you have got to tell me what kind of wire, as we have a lot of leftovers and some from rip outs. So, he went off and later when he came back he said BIG wire. Big? We rarely used over 2/0 wire (about a half inch in diameter) in the T-Building, and that is just for the ground bus. The only big wire on a NavFac is used in the power distribution from the generator building. I said, “Really, what is it needed for?” and he replied, “Come with me” and we went outside.

There was a Navy officer waiting in a pickup truck, his rank escapes me. I asked him “What's the wire for?” He beat around the bush until he was told that I was cleared. He then said that there was a submarine, surfaced a couple hundred miles from Bermuda, that had a power distribution burn

out. I was about to ask him why they didn't just get a tug and tow it into Norfolk, but better judgment prevailed - he was deadpan serious. All he knew was they needed large wire - all they could get.

I took Navy Officer to the tunnel and he was quite impressed with 2 - 4 tons of "Big" wire. I suggested he also bring a forklift to move all the other pallets of stuff out of the way, and to get those reels up on a real truck, forget pickups. They had to go to Kinley Air Force Base to get a truck and a forklift and to tell what they had found.

When I came in the next morning I looked and the cable was gone. No one ever mentioned it again until a few years later when I was at the Tokyo New Sanno Hotel having dinner with Jim Boyette, the Project Engineer for shore systems at NAVELEX. Something came up about submarines that caused me to recall what had occurred at Bermuda. He laughed and said if he had known, he would never have let the sub's Captain live it down: being bailed out on the high seas by a NavFac! I hope the cable helped, and I wonder what the sub's log showed.



Memories Of Ancient Days or How To Start A War With Your Employer And Win It

By Bruce Rule, GS (Ret)

In early 1963, the Naval Scientific and Technical Intelligence Center (NAVSTIC) found itself in a difficult position. They already had hallways clogged with piles of acoustic data from the new SOSUS array at Adak (AK), with more data from the Norwegian BRIDGE array on the horizon, and they had no one with the experience needed to analyze it. For security reasons, those data could not be forwarded elsewhere for analysis: for example, to the SOSUS Data Analysis Center in Brooklyn.

The NAVSTIC solution to this problem was to hire two, just-graduated mathematicians, along with George Miller and the author - both with years of SOSUS experience - to



train them. It soon developed that it was far easier to become a mathematician than an acoustic analyst: it would take years of "exposure" at the right places to gain a useful level of analytical competence. The author made the unhelpful suggestion that the mathematicians should be sent to Adak for at least five years.

The mathematicians "drifted" away and NAVSTIC was left with Miller and the author to solve their problem. In essence, what we did was to create another problem for NAVSTIC: how to control two new employees who had ideas of their own on what data should receive priority analysis. NAVSTIC - with a submarine officer as CO - wanted us to analyze submarine-collected data, which then had poor low-frequency response, ahead of any Adak or BRIDGE data which had excellent low-frequency response.

It got pretty testy. Eventually, it was suggested that the author find employment elsewhere but by that time we had developed "friends in high places" whose interest in what we had published based on Adak and BRIDGE data made it impossible to "alter" the existing situation. In fact, it

essentially freed us to devote even more time to the low-frequency “goodies” provided by Adak and BRIDGE.

When George started to publish advanced intelligence assessments - especially speed capabilities - it was all over. No one had ever thought such refined assessments of such important information could be derived from acoustic data. Initially, NAVSTIC simply refused to accept the new information because - not being competent acoustic analysts - they could not understand how it had been derived. Showing them a gram was a waste of time. Others accepted the new assessments with glee and used them against the (easy to guess) USN entity that refused to acknowledge that the Soviet Union could construct and operate nuclear submarines and had been doing so since 1960, if not the very late 1950s. As late as about 1966, NOVEMBER-, HOTEL-, and ECHO-class Soviet submarines were still officially described by the US Navy as “unconventional.”

The event that finally forced some of the recalcitrants to change their minds was an inter-fleet (LANT to PAC) transfer of a NOVEMBER and an ECHO via the Drake Passage south of South America with the last 5,000 nautical miles of the central and western Pacific transit at an average speed of 20 knots.

The war had been won. NAVSTIC settled down to accept the inevitable. It actually went further: When concerns arose about foreign naval activity, CNO Op-095, the ASW Directorate, would task NAVSTIC to send one of us

overseas to evaluate developing situations and report back in real time.

On occasion, Ed Nielsen, then the senior civilian at the Office of Naval Intelligence, who acted with the authority of the Admiral, would direct CO NAVSTIC to support US surveillance interests overseas for extended periods or visit specific sites to determine why those sites were underperforming operationally, and “fix” the problem. Those trips as CNO “troubleshooters” were diverting and successful.

Nielsen was a preview of coming attractions in the form of CAPT – later RADM – Dempster Jackson. He and Nielsen seemed to have the same motto: Do whatever is necessary to get the job done. Jackson looked after those who got the job done. Once, after returning from several months in Northern Oblivion (NO), Jackson asked how it had gone. My response: “Professionally, great, but the food was terrible. I lost 30 pounds.” Upon returning to NO a few weeks later, I found Jackson had had 1,000 pounds of C-RATS (Combat Rations) shipped in: canned ham, canned fruit, crackers, chocolate bars – it was all there and most welcome, even every day.

The author often considered himself more a CNO Op-095 employee than a NAVSTIC employee; certainly that’s where the job security came from.

Writing this “ancient” history has been fun; hopefully, you will have enjoyed reading it.



People News – November 2021

News from active members of the IUSS/CAESAR Alumni Association

By Nick McConnell, OTACS, USN (Ret)

DS1 Joe Bighill, Ex-USN is a new member from Forest Grove, OR. Joe served at Coos Bay from '79 -'81.

OTAC Alvin “Chuck” Richards, USN (Ret) checked in from Salem, OR.

Mr. Robert De Nova, Ex-USN served in the comm shack at Lewes from '70 -'72 and lives in Lynchburg, VA.

Mr. Charles Shepherd, WECO lives in Greensboro, NC. Charles was the Lucent Resident Engineer at CNFJ from '90 -'95.

OTM1 Laurel Sohns Davis, USN (Ret) is a new member living in Mountain View, AR. Laurel served at numerous IUSS sites from '77 - '97.

LCDR John Appelbaum, USN is a new member from Kailua, HI. John was a TACWO at Whidbey Island from '12 -'13.

Mr. Mark Fine, Ex-USN lives in Virginia Beach, VA and served on active duty in IUSS from '93 -'09. He currently works at ONI.

OTMC DeWayne Duncan, USN (Ret) checked in from Hertford, NC.

CDR Walter Visniski, USN (Ret) is a new member who reported in from Gainesville, FL. Walter was the Operations Officer on USS *Aeolus* (ARC-3) '57 -'59.

OT2 John Strizek, Ex-USNR is a new member living in Sacramento, CA.

CDR Christine Huzar, USN (Ret) lives in Otis, OR and served at San Nic from '81 -'83 and RTF Dam Neck from '83 -'87. Welcome aboard, Christine!

STGC Harold Nesbitt, USN (Ret) is a new member living in Box Elder, SD. Harold served at Dam Neck from '09 -'13 and CUS from '17 -'20.

OTACS Robert Bauer, USN (Ret) checked in from Douglassville, TX. Robert served at Brawdy, Keflavik, and RTF.

OTAC Judy Haars, USN (Ret) reported in from Leesburg, FL.

OT1 William Cox, Ex-USN checked in from Mount Laurel, NJ.

OTM2 Erick Pardo, Ex-USN is a new member from Lansing, MI. Erick served in IUSS from '82 -'92. Welcome aboard, Erick.

OTMCS Dave Annis, USN (Ret) reported in from Newton, IA.

CWO2 Joel Hulak is a new member living in Virginia Beach, VA. Joel has served in IUSS since 2010 and is currently assigned to NOPF Dam Neck.

Mr. Rick Kramer, Ex-USN checked in from Coal City, IN. Rick did tours at Keflavik, Dam Neck, RTF, and A School. Welcome, Rick.

STGCM (SW) John Costner, USN (Ret) is living in Bethune, SC.

Mr. Andy Watts, RN (Ret) is a new member from Cornwall, UK. Andy was CUOPS and OPSO at St Mawgan from '02 -'06.

Mr. James Eakins, RCAF (Ret) is living in Middleton, NS. James served at Shelburne from '67-'73.

CAPT John Elgin, USNR (Ret) is living in Aiken, SC. John is a former commanding officer of a reserve unit supporting IUSS and SPAWAR.

Mr. Gene Godsoe, WECO (Ret) checked in from Greensboro, NC.

CWO4 Tom Uecker, USN (Ret) checked in from Kenton, OK.

OT2 John Zeigler, Ex-USN reported in from Punta Gorda, FL. John served at Bermuda and Antigua from '72 -'75.

STGCS Christopher Smoak, USN (Ret) is living in Chesapeake, VA.

Mr. Ed Romshe, WECO (Ret) is living in Pataskala, OH.

OT1 Richard Schmidt, Ex-USN reported in from Aurora, IL.

Mrs. Brenda Atene, Ex-USN is a new member living in Tonalea, AZ. Brenda served at Keflavik and Dam Neck from '90 -'95. Welcome aboard, Brenda.

CDR David Johnson, USNR (Ret) checked in from Coronado, CA.

Mr. Daniel Sinnott, CF served in IUSS from '86 -'97 and is living in Timberlea, NS.

CDR Jo Anne Gilchrist, USN (Ret) checked in from Portland, OR.

LCDR Dan Smith, USN (Ret) is a new member living in Alton Bay, NH. Dan served as an OT from '71 -'79 at Antigua, Keflavik, and Coos Bay. He also served as an Aviation Naval Intelligence Officer from '88 -'99 and is a Retired defense industry executive with SAIC, General Electric, Martin Marietta, Lockheed Martin, Hughes, and Raytheon.

Mr. Jonathan (Oggie) Keeler, RN (Ret) served at St Mawgan from '97 -'01 and '05 -'09. He lives in Cornwall, UK.

Ms. Sonja Oliver, Ex-USN lives in Fairfield Bay, AR. Sonja served at Eleuthera and Centerville Beach in the mid-'70s. Welcome aboard Sonja.

In Memoriam

We regret to report the passing of 30 members of our IUSS Community whose names have been reported to us since the November 2020 issue of The Cable. They've been added to our website IN MEMORIAM page, which now contains 590 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 the late Mr. "Buddy" Frazier.

Last Name	First Name	Middle/AKA	Rank/Rate/Title	System Affiliation	Deceased
BOBINMYER	Douglas	E. "Doug"	OTAC	USN 1970s-1993	Oct 2016
CARROLL	Bill	"BC"	OTA1	USN 1980s-1990s	May 2021
CONRAD	Dennis	R.	OTACS	USN 1960s-1987	Oct 2021
DANIEL	James	S., III "Jim"	OTC (SS)	USN 1960-1976	Sep 2021
DORSCH	Francis	E. "Frank"	Contractor	WE/AT&T 1959-1995	Sep 2021
FOSTER	Richard	K. "Rick"	OTAC/Contractor	USN/JHU-APL 1976-2015	Aug 2021
GLIENNA	Martin	J. "Marty"	OTA1	USN/Contr 1989-2005	Dec 2020
HALL	Larry		LCDR	USN 1976-1980	Sep 2012
HOBSON	Robert	L.	CAPT	USNR 1958-1962	Mar 2021
HOFFMANN	Richard	L. "Rick"	OTCM	USN 1972-1994	Nov 2021
JOHNSON	Scott	M.	OT2	USN 1970s	Apr 2019
KAY	Mark	A.	OTA	USN 1980s-1990s	Jun 2021
LaMOTT	Andrew	S. "Andy"	OTA2	USN 1990s	Jul 2021
LAUMEYER	Roxanne	S.	OTSN	USN 1970s	Oct 2012
MANN	David	L. "Dave"	OT2	USN 1967-1973	Jun 2021
MASCIANGIOLI	Robert	J. "Bob"	OTACS	USN 1963-1990	Nov 2020
MILLARD	Barry	L.	OTCM	USN 1966-1992	Jul 2021
O'CONNELL	Melanie		OT3	USN 1974-75	2012
O'DONNELL	Edward	J. "Ted"	LT (Ex-SO/STC)	USN 1961-1970s	Jun 2021
ORZECH	Anthony	W. "Tony"	OT3	USN 1970-74	Jan 2016
PERRY (OSMENA)	MaryJane	"MJ"	CDR	USN 1980s-1990s	Apr 2021
RATLIFF	Gorden	B.	LCDR (Ex-STs/OTAC)	USN 1971-1995	Aug 2021
SCHWANZ	Frederick	J. "Fred"	OTCM	USN/Contr 1960-1995	Dec 2020
SMALLEGAN	Eugene	C. "Geno"	OTA1	USN 1979-1996	Oct 2021
SMITH	Richard	D. "Rick"	OTA1	USN 1975-1993	Mar 2021
TAKACS (FARRIS)	Lisa	R.	LCDR	USN 1990-99	Feb 2021
TETREAULT	Paul		OTA1	USN 1981-1991	Apr 2021
TORNOVISH	William	Sr. "Bill"	STS2 (SS)	USN 1959-1963	Mar 2013
TRUAX	David	E. "Dave"	OTA2	USN 1984-88	Oct 2020
WILLIAMS	Robert	A. "Bob"	Contractor	WEC/Lucent 1960s-1989	Oct 2021

Compiled by Jack Holdzkom, OTCM, USN (Ret)

IUSS / CAESAR



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