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The Cable

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DIRECTOR'S CORNER

Jim Donovan

Greetings from a chilly Virginia Beach! O.K., I know there are many of you in much colder climates but as I type this note, it's 30 degrees outside. Oh, how I miss Hawaii and Bermuda and Key West and Well, you get my drift.

Its been 4 months since I relieved Ed Dalrymple as Director of the IUSSCAA and I'm happy to report the Association is as healthy as it has ever been with more than 800 members and growing each month. Check out the "People News" section at the end of this newsletter for updates on a host of new members as well as others who've provided updates. And if you haven't visited recently, check out the Message Boards area on our Association Website. Old friendships are being reignited every week through that medium; a constant reminder of the strength of the friendships we developed in the System over the years.

At the end of last year we decided to reinstitute dues collection and lowered the price to \$6.00 per year for those who receive correspondence electronically while holding the cost at \$7.00 for those who prefer mailed, paper copies of this newsletter. The increased cost helps defray costs of postage, printing and envelopes. We've apparently "lost contact" on a large number of original members; approximately 200 have not responded to our e-mail queries. We assume e-mail addresses have changed without notification to the IUSSCAA. Please, if you've been a member for more than 2 to 3 years and haven't heard from us regarding dues, be in contact with

Jack Holdzkorn and me via the Website at www.iusscaa.org

I wanted to take a moment to recognize the staff of the IUSSCAA whose volunteer efforts and total dedication to the Association keeps us on track and in business. Jack Holdzkorn maintains our database, coordinates our In Memoriam section, collects dues, and assists with all types of correspondence. Rick Matthews is our resident Webmaster, software expert and constant source of sound advice to this computer novice. Russ Lownie keeps our Website operating and current. He also manages e-mail lists and member e-mail collectives. Ellis Sutter formats and edits ***The Cable*** newsletter. Each of these gentlemen also provides me with a wealth of sage advice regarding the IUSS, its people and history. Without each of these patriots this Association would cease to exist.

This issue of ***The Cable*** is dedicated to the Pacific IUSS system. I had hoped to receive many more articles but am indebted to those who did submit stories for consideration. I offer my deep appreciation to CAPT John Byron, USN (Ret), Mr. Mike Hein, and LTjg Beth Sokolowich, USN for their efforts.

Finally, our next IUSS Anniversary celebration will take place on Saturday, September 12, 2009 in Norfolk, Virginia. Details are included in this newsletter, but keep an eye on our website for updates. I look forward to seeing many of you at the IUSS 55th Anniversary and Reunion.

Best regards, Jim

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SOSUS – The Early Days On The West Coast –

*John Byron,
Captain (& former Chief Sonarman) USN (Ret.)*

Behind The Green Door ... And Before & After

Key West When I got to boot camp in March 1956, my test scores were high enough to give me any rating and school I wanted. Picked Sonarman because it sounded techie and because I knew it might lead to submarine duty, my goal. Graduated first in my Sonar A School class and so again had choices, but no submarine duty offered (had to ship over to finally get to the boats) and neither helo nor blimp duty sounded good, so opted for the mystery choice behind the Green Door.

Took several months to class up, but in the waiting period learned more of the program than I was supposed to. A Special Training student ahead of me sat me down in the Key West gedunk and – after confirming that I was in fact scheduled for the next class and did have my clearance – proceeded unbidden to tell me all about SOSUS and what lay ahead. What to do? I was working for a great warrant officer at the time (Bosn Reese) and told him of the encounter, which was followed by several interesting conversations with guys in suits. Hung onto my clearance, went into the next class, and found that all I'd been told was accurate. My buddy? He had near-death experience, but stayed in the program and went on to San Sal.

That's where my class also expected to go, that or GTI. Our dream was either Antigua or Barbados, then just manning up. We were surprised to all get orders to a place called Centerville Beach, California — didn't even know there was a West Coast system. Frantic research with maps and atlases found a Centerville CA inland in the Bay area, but that seemed an odd place to terminate an array. When we got to Treasure Island, our TD station, we learned the truth.

Pt Sur But CVB wasn't ready for us yet, so we first were sent down the coast to Naval Postgraduate School at Monterey to provide security detail at Pt Sur as the gear was being installed in the TEB. (One guy, Dave Schreck, went to SNI for a year instead, caught up with us at CVB later). We spent two months living high at NPG — new enlisted barracks with doors on the rooms (!) and an award-winning galley that even served milkshakes. One day on guard duty at Pt Sur, two days off. Bunked in the Transmitter Hut when we were out there and cooked food schlepped in from the galley. I spent more time at the station, having signed on to moonlight as the night security guard for the builder on my two days off. All of us bought sidearms and carried our own weapons in addition to an M-1 and a .45 for the sentry on duty. I can't recall ever seeing any Navy authority on the Base — we were on our own. Fantastic time had by all.



Jackson & Vance at Pt Sur 1957

Precommissioning At Centerville Beach

Then, October '57, back to TI for a week and finally on to CVB. I was a third class by then and had a Navy drivers license, so was chosen to check out a carry-all from the motor pool and drive the gang up to Centerville Beach for the first time, Halloween 1957. We weaved our way through the redwoods, crossed the Eel, drove through Ferndale after dark, and finally found our way past Miranda's barn and up the hill for our first night at our permanent duty station.

Two USN's assigned to the station at this time, BUC Blaine living in town and a BU3 asleep in a house trailer parked in front of the Admin Building. We woke this guy up, he took us up to the BOQ that was to be our home, and we broke out canvas cots, cooking gear, etc. from a LORAC-Team kit positioned there. We had a 300-gallon water buffalo outside for potable water. Our living experience was captured in the phrase we adopted: *send a kid to camp*. That's how we lived for months, standing sentry duty at the TEB and greeting the new crew as it slowly trickled in.

There were eight of us: Don Jackson (now civil rights attorney in Peoria IL), Vere Vance (retired professor living in Onalaska WI), Gerry MacDonald (retired STCM (SS) and former submarine COB living in Silverdale WA), Roger Tokarz, a guy named Smith (Smitty from the City), a guy named Johnson, Roger Wheat, and myself. We'd been together for nearly a year and a half, the latter part of which we were pretty much on our own. Close. What would now be called a 'self-directing workgroup.' I'd have to say that as a group we were welcoming of new folks, but not especially tolerant of fools. Which is to say that we had no trouble with the new Sailors as they came in, but found the batch of ensigns to be a bit useless both as leaders and, later in the TEB, as Watch Officers.



Byron at Pt Sur 1957

TEB installation was ahead of base construction and the other buildings were gradually turned over to the Navy. Over winter the gear for the base started to arrive, semis filled with galley equipment one day and mattresses for the barracks another. The people showed up too and in March 1958 we went into commission. (The system was fully functional well before then and under an Ops Officer who'd been at an East Coast station previously, we went into full watchstanding before commissioning).

CVB went into commission with a good skipper (LCDR), a decent XO, a solid (though charmless) Ops officer, and a cadre of ensigns of varying abilities and leadership skills, but mostly good guys. No females. EC Grubb was the WECO engineer and a super guy, super friend. Two chief sonarman: George Anson (retired STCM (SS) and former submarine COB living in Florida) and John Brophy (deceased). Only one qualified submariner, Del Taylor (then SO1 (SS) and later LCDR), but a huge asset in understanding submarines. Usual gaggle of radiomen and ETs. Only two Navy people had ever been inside a TEB before arriving, the XO and the Ops Officer.

Early Days In Ferndale

Neighbors Those of you stationed there knew the sense of isolation at the base. When we arrived there, the only signs of life outside the fence were the Mirandas and their jersey cows. But shortly two other sets of neighbors emerged. Down the coast past the base were three farms. In Fleenor Canyon, the first one you came to continuing on, lived the Barrys on the ocean side and George Scalvini to inland. Going up the other side of the canyon and on the hilltop beyond was a small house belonging to Mama Scalvini. Then past that into the next canyon toward

Cape Mendocino – Guthrie Canyon – was Guy Scalvini's place. Guy and George were Mama's sons. George Sr., who pioneered the land, had died.

For the initial cadre of us Sailors these folks were good neighbors and friends. The Barrys were happy to let us hunt quail and deer on their land, as was George. Never did kill a deer, but took many quail. The Scalvinis were wonderful. Mama took a liking to Vere, Don Jackson, and myself. Whenever we drove past, would stop in to say hello and she always served us cookies and a small glass of grappa. Later on, when the base went into operation, the Barrys got the contract to haul garbage. The dry stuff went into landfill to help with erosion and the wet garbage fed their hogs – an early example of recycling.

Living In Ferndale In 1957, Ferndale was a sleepy little town of 1300: Portuguese, Italian-Swiss, and Danes. On the surface bucolic, the young couples that lived there sometimes referred to it with the name of the book popular then: Peyton Place – there was a *lot* going on once you got to know.

I was the first Sailor married in Ferndale, 10 December 1957. Father Dan McCarthy said the nuptial mass. A surprise, he turned out the grade school as a children's choir for the service. Fellow Sonarman Don Jackson was my best man. The marriage lasted 15 years, 4 kids. We first lived in a tiny house built earlier by a preacher. It was tidy, tiny, and really really amateur built (Streetview in Google Maps shows it still standing, surely a miracle). Our first Christmas we had no money, so cut a small tree along the Wildcat above town and decorated it with bills and receipts. Christmas dinner was quail from Barry's hillside.

Later we moved for a few months to Fortuna and then back to Ferndale, into a new duplex at the edge of town just down the road from where Navy housing was ultimately built (I transferred just as housing was being completed, December 1959). Ferndale was home. The townspeople were wonderful to us even though we were living on the border of poverty. I remember especially Lucille Lanini, Stan, Mary, Fred, and Ray Jorgensen, Father Dan, Jack Tipple, the Cassis family, the two guys who ran the Richfield station, and Mr. Smith at Valley Grocery. As the other Sailors got married and moved into town, they were treated with equal kindness and understanding.

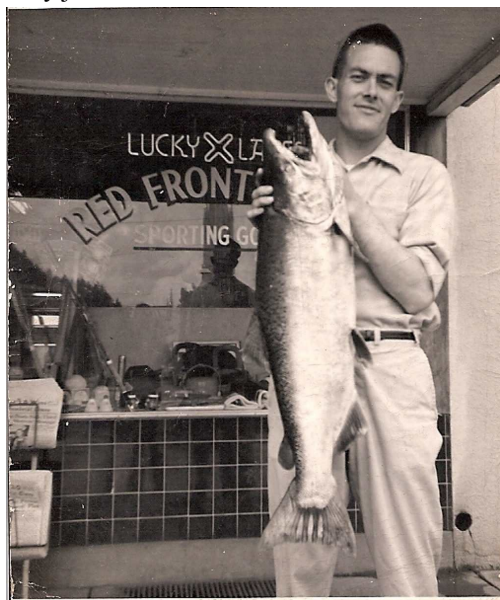
My best man, Don Jackson, was the first African-American ever to live in Ferndale, a curiosity that neither he nor the townsfolk ever quite figured out. On one hand, Don was such a great guy that he was fully accepted on his own. On the other, neither he nor the locals could figure out the right rules for dating etc. It was troubling for those of us who were dear friends with Don as we watched him come to grips with the prejudice that was the backdrop of American life in the 50s.

Fishing And Hunting Seeing deer all the time, you'd expect it easy to shoot one, right? Well, we Sailors never did, even though we spent a fair bit of time hiding in bushes at Scalvinis and hoping to have a slow learner stumble on us. The locals, though, they had it down cold. Problem they had was an inability to read a calendar. For at least the Scalvinis, venison was year-round fresh provender and jacklighting a way of life. George cautioned us to never drive slowly past the farm at night or stop. A game warden did that once, shining his car's spotlight towards

the barn where a deer was being dressed out. Guy shot out the spotlight and the warden left, but the boys were really ‘cautious’ thereafter.

Quail were everywhere. That area is the only one in the state where mountain quail and valley quail mingle. It was classic shotgun hunting and, for us boys from the Midwest and pheasant country, both familiar and exotic. Great fun and great success in season.

Fishing was wonderful then. Salmon in the Eel every fall. Winter-run and summer-run steelhead in the Eel, Mattole, and Van Duzen. Trout all summer. A spring run of what locals called bluebacks – small salmon in the Mattole that I think were an odd run of sockeyes. And ocean perch from the beaches and the Humboldt Bay jetties.



Eel River salmon 1959

I got into the local fishing early by hanging out at Ray Jorgensen’s Red Front Store. Many times Ray took me out to the Mattole with a cousin of his who lived in Petrolia. We caught a lot of steelhead each winter – I probably ate more steelhead than I did hamburger while at CVB. Had to learn the trout fishing by trial and error – ended up catching my share on flies by carefully working the riffles below the Weymouth Hole when the water was down in the summer. Best summer steelhead were where the Van Duzen runs into the Eel – had to work for them, but caught many. In all, probably the best fishing of my life, and no thrill like a fresh steelhead on light tackle.

Ray Jorgensen decided to build a bigger Red Front Store, the one on the corner that most would remember (original was in middle of the block across from Jack Tipple’s Oldsmobile dealership). Don Jackson and I worked for Ray digging the foundations. Code required a firewall against the building next door. Ray made his of 2x12 local lumber laminated vertically – said it was common construction in Ferndale and his family’s lumberyard made it the least expensive construction.



Mattole River steelhead 1959 – Ray Jorgensen

System Operations At CVB 1958, 59

“Old Friend” As the gear was installed in the TEB and connected to the array, the WECO engineers and technicians started to get a first look at CVB’s acoustic environment. One startling fact leaped out: we seemed to have a Soviet submarine in the area. E. C. Grubb, the East Coast-experienced WECO resident engineer, and the Ops officer (Olson?), when he arrived also from an East Coast station, were alarmed by detections of a target showing classic 4-cycle diesel characteristics: knee starts and stops, dynamic shifts, instability, proper cylinder and crank lines. And close. Wow. The target showed up often enough that it got a name: Old Friend.

Not in commission, watches not yet full-time, and the gear belonging to WECO until the installation was turned over, Old Friend could not be properly tracked in real time. Nor reported: the communication and crypto gear was also just being installed. What to do with a seemingly real bad guy?

The solution worked out on a trip to ComWesternSeaFrontier¹ was to use Ma Bell landlines and – as they became available – non-encrypted teletype circuits to send chatty reports about “meetings with our Old Friend.” These casual conversations might say that he “showed up around 1030 this morning and paid me the \$2.75 he owed me; he left at noon and said he’d pay me the remaining \$3.15 the next time he saw me” – detection at 1030 local on bearing 275; lost contact at 1200 on 315. Yes, it was just that dumb, but Old Friend was a key part of CVB’s early operations, interest fading only with time (could not stay on station that long) and lack of confirming detections (nothing from Pt Sur or – as she came on – Coos Head, nothing from P-2s or other units searching).

¹ Commander Western Sea Frontier was COSP’s predecessor. The command, headed by an O-6 as I recall, was housed in historic Building One at Treasure Island.

Measles We finally went into full operation with commissioning in March 1958. Old Friend continued to show occasionally, perhaps with subtle differences to suggest that Old Friend was really Old Friends. But we were unprepared for what we saw on 1 July 1958: the whole north array exploded with Old Friend look-alikes. Classic 4-cycle diesel contacts where everywhere. SOSUS was built to detect a Soviet submarine raid on the U.S. ... and here it was!

Or so it seemed. I came in on the day watch at 0730 and participated in the pandemonium for a bit, but something just didn't seem right. These guys were showing high bearing rates and had to be really close to the array, but they got here with no warning at all. And no other station had anything like this (Pt Sur had some activity). What's wrong with this picture?

We had a pair of 9x63 glasses and – on a hunch – I went out behind the TEB and put these on the western horizon. The calm ocean surface looked like it had measles. There were 20, 30, 40 white fishing boats scattered all over offshore and many right on top of the array's general location. It was the opening of the commercial salmon season and all our Soviet submarines were commercial fishers with garden-variety small-craft diesels for propulsion.

End of drill. End of Old Friend. And the beginning of the end of our collective heartfelt trust in the intelligence information underpinning SOSUS.

Horrible Intel Support For the truth of the matter was that we didn't know much at all of the most basic facts about the Soviet submarine fleet.

The syllogism informing SOSUS in the early days went like this: German WW-II submarines had 4-cycle diesels; the Soviets captured a lot of German submarines; ergo, Soviet submarines had 4-cycle diesels. Yes, we had initial reports of a new Soviet design – the Whiskey class – but we just had nothing real to go on beyond the conventional wisdom about 4-cycle engines driving Russian boats and signature data about 4-cycles.

Matching the abysmal quality of our Soviet intelligence was the equally bad quality of our knowledge about our own US submarines. The WW-II boats were understood: Jimmy V-16s (GM-278s, successor to the Whitney-248) and Fairbanks-Morris opposed-piston inline 10s (FM-10 38 ND 8-1/8). But we knew little from intel about the nukes² and less about the new TANG-class.

It puts our intel support in context that in 1958 our classified documentation on TANG-class showed the individual boats had either GM-16 cylinder pancake diesels (which were actually gone from all the boats by '58, miserable design failures³) or replacements described as 'high-speed eights,' an engine type I've been unable to identify in a full submarine career. In fact,

² The East Coasters knew a lot about NAUTILUS and SEAWOLF, though. These boats would light up the Atlantic every time they submerged in deep water.

³ The pistons were in banks of 4 arranged in a radial configuration around a vertical crankshaft above the attached generator. The oil seal at the bottom of the crankcase could not be properly sealed, oil leaked continually into the generator, and the engines were down almost continually. One boat came into port flying a broom from its periscope: it had all four Pancakes on the line!

what these 'new' post-WW-II US diesels had for powerplants in 1958 were old-fashioned FM-10s backfitted into them, but this fact – discernible with a trip to the waterfront – somehow eluded the intel community.

Truth be told, SOSUS in the early days had no useful intelligence support. We lived by what we learned reading grams and gleaned info from each other and every other source we could find. And until the SSNs started trailing Soviets in the early '60s, we also knew essentially nothing about Soviet submarine operating habits, locations, etc. It was all-source info – SOSUS, SSNs, P-3s, Allied navies, and classic HUMINT – that finally got us into the game against Soviet submarines, at which time SOSUS was ready, in place with wide-ocean and chokepoint coverage, and trained to do its job. The '50s? SOSUS Dark Ages. I am unaware of a single Soviet submarine detection by the West Coast SOSUS network in the 1950s.

Stay tuned for Part 2 of 2 to this story to be published in the next Cable.

jbyron@cfl.rr.com
Cocoa Beach FL
8 December 2008

IUSS 55th Anniversary

Saturday, Sep 12, 2009, 1800 – 2330
Norfolk Waterside Marriott Hotel

Details page 7

Life at NavFac Point Sur, 1970s

By Mike Hein

These are some of the things I remember and experienced while stationed at NavFac Point Sur. Perhaps you did also, for change comes slowly to Big Sur.

The first-time drive south on Highway 1 from Monterey/Carmel to Point Sur is unforgettable, with the Pacific hundreds of feet below you on one side of the highway and the coastal mountains soaring above on the other. One rapidly learned to stay on the straight and narrow (ok, definitely not straight) road. Frequently we found ourselves driving through the fog as it rolled in off the Pacific and raced up the mountainside, leaving a clear tunnel just above the highway.

Life at NavFac Point Sur was much the same as at other Naval Facilities located in remote areas. A trip to town was not a quick five minute drive there and back! But, walk out the back gate or drive down to Big Sur and you were soon in a different world. I remember going out the back gate into the woods in October and finding myself surrounded by thousands of Monarch butterflies. Walking further down to the shore I was amazed at the variety of small fish, starfish, sea urchins, and sea anemones in the tide pools! Rule 1 – don't stand on a wet rock or the next wave will remind you why you shouldn't!

When we drove into Big Sur, we got to meet the really great people (and some interesting characters) living there. Remember this was in the early 1970s just after Woodstock when men were burning their draft cards, women were burning their bras, and many in Big Sur generally just wanted to be left alone to do their thing. It was a time of nude beaches (just south of Rocky Point) and free hot spring mineral baths at Esalen Institute at night for the locals. Several movies (Easy Rider and Play Misty for Me) and the TV show "Then Came Bronson" were filmed in Big Sur about this time. (It was always amusing to watch them and realize the characters were going the wrong way across Bixby Bridge to get from Carmel to Big Sur!)

Tom Hardy and Al Wyman (the other two OTs in my watch section) & I got pretty good at nursing a cup of coffee or a soda just to get off base and spend time with the people of Big Sur that had become our friends. I still remember George (the owner of the River Inn), Perry (the River Inn "bouncer"), Lillian (owner of Glen Oaks restaurant), many of the waitresses back then (Tomi, Barbara, Joyce, Linda, & Marty), and the time we spent helping them out where and when we could.

In many ways the NavFac was closely connected to and a part of Big Sur. During emergencies (forest fires, mud slides, and bad storms) we helped each other out and worked together. In August 1972 a wildfire started on the Molera Ranch just south of the NavFac, jumped the highway and raced 10 - 15 miles south along the crest of the mountains. People from the NavFac went to help fight the fire and a few had to be treated for poison oak in their lungs from inhaling smoke. When the rains came in November, the mud slides oozed and slid into the town of Big

Sur, filling the general store and post office building with mud and nearly doing the same to the River Inn next door. The NavFac Admin. Building temporarily became the Big Sur post office so the locals could get their mail.

As for the poison oak - it was some strong stuff! Marty and her husband (Bruce) were building a house in the mountains above Big Sur. One day Tom, Al, and I went to help them with it but upon finding their gate closed, we left the car and hiked up the mountainside to their house. The only problem was that half way up in the dusk, we realized we were going through poison oak! Thus the creation of the modified working uniform one alpha (T-shirt, dungarees, and shower shoes) for our next string of mid-watches. Another evening on my way to Big Sur I passed a VW van on the side of the road that had just flipped upside down, and no one was in it. I got Perry to come help and held the rope while he lowered himself down the side of the hill to find the people. The next day - another case of poison oak - just where the rope was wrapped around my leg, across my back, and down the other arm - right through jeans, a shirt, and heavy wool sweater!

Even though Big Sur was the drug capital of California at the time, believe me, we didn't need the Navy's no drugs policy to stay away from drugs. Just driving the coast highway in Big Sur while trying to avoid the tourists driving on the wrong side of the highway as they looked at the scenery was enough to make us stick to coffee and soda! Of course, there was that afternoon when one of the waitresses at River Inn and I drove into Carmel to see the movie "The Poseidon Adventure". Half way up Highway 1, she asked if I'd mind if she changed clothes in the car on the way and proceeded to do so - free spirit that she was. That sure taxed my concentration on the highway! :-)

It was always interesting listening to stories that prior OTs had made up when asked what we did. According to the rumors floating around Big Sur at that time, there was a missile in the silo (our wooden water tank) on the mountainside above Point Sur. Another rumor was that we serviced submarines - there were big underground doors that opened to the ocean, the subs came in, we pumped out the water, and then went down in an elevator to work on them! If nothing else - we had an imagination back then! We were just waiting for someone to drill a peep hole in the silo to see the missile and get drenched with gallons of water!

I hope you have enjoyed these remembrances. Hopefully you will share some of yours in future newsletters.

Michael K. Hein
Water & Air Research, Inc.
Gainesville, FL

Pacific Ocean IUSS – 2009

***LT Shane Reilly
NOPF Whidbey Island, WA***

Tracking submarines and surface vessels in the world's largest body of water is the job of the Naval Ocean Processing Facility, Whidbey Island (NOPFWI). NOPFWI is a listening station—the nexus of a widespread, fixed underwater hydrophone system known as the Sound Surveillance System (SOSUS).

The counterpart of the fixed system is the mobile system known as Surveillance Towed Array Sensor System (SURTASS). Collectively the two systems are known as the Integrated Undersea Surveillance System (IUSS). Where Cold War necessity meets twenty-first century technology, NOPFWI is where the Navy listens to the secrets of the Pacific.

SOSUS was developed in the early 1950s to track the Soviet navy. The first Atlantic listening station was built on Puerto Rico in 1954. The first U.S. west coast listening stations were built four years later. The Atlantic SOSUS quickly proved its worthiness by tracking Soviet surface ships and submarines during the Cuban Missile Crisis, in 1962.

NOPFWI, located on Naval Air Station, Whidbey Island, has changed its focus - a system developed for the Cold War now guards against evolving threats in the Pacific.

SURTASS platforms are able to deploy worldwide and are fully integrated into Theater ASW Commanders' operational plans. The flexibility of SURTASS vessels and their ability to serve as force multipliers has been proven repeatedly in exercises and real-world operations. SURTASS is effective in providing timely, accurate information in areas vital to national security.

Additionally, in order to help protect our seaports from the arrival of ships carrying potential threats to the country, NOPFWI has the technology to track these vessels and communicate with the US Coast Guard and other federal agencies to provide their locations.

Although the primary missions of NOPFWI are to search the deep for submarines and to provide for homeland defense, it also provides a valuable service to the scientific community by gathering data for marine mammal research and seismic monitoring during and after underwater earthquakes.

Today, the Soviet Navy is a chapter in the history books. However, there are many advancing threats both within sight and over the horizon, from rapidly expanding countries who are interested in building up their submarine arsenal, terrorists exploiting commercial shipping, and natural disasters. Against these threats, Naval Ocean Processing Facility, Whidbey Island is always on watch, day and night, listening closely for potential danger in the deep, dark secrets of Pacific waters.

IUSS 55th Anniversary

When? - Saturday, Sep 12, 2009, 1800 – 2330.

Who? – Current and former members, Active Duty, retired, Civil Servant, Contractor, spouses of the IUSS community. 378 guests attended the 50th. We're planning on 250 or so for the 55th. We can expand the room if more express interest.

Where? - Norfolk Waterside Marriott Hotel (same location as the 50th) for Saturday, the 12th of September, 2009. The hotel is setting aside a block of 40 guest rooms at a cost of \$109.00. Normal rate is \$209.00 – \$219.00. check-in here:
<http://www.marriott.com/hotels/travel/orfws?groupId=iusiusa&app=resvlink&fromDate=9/11/09&toDate=9/13/09>

Tickets? - Tickets will be available on-line commencing mid-March 2009 once we have a website created. Due to the overwhelming response with donations from the IUSSCAA membership ticket prices follow: Members of the IUSSCAA and guests \$50.00 (same price as the 50th anniversary). Non-IUSSCAA members and guests \$55.00. Menu selections include: #1 - Roast Prime Rib of Beef with Herb Jus and Horseradish Cream; #2 - Sautéed Chicken and Grilled Salmon with Citrus Beurre Blanc.

Schedule? - Plan is to have a meet and greet during Happy Hour on Friday night in the hotel bar with the traditional dinner party on Saturday night. Tentatively planning on a golf tournament on Saturday morning and open house at NOPF Dam Neck on Sunday.

Donations – Over the years, the amount of money raised by the active duty force and system contractors has decreased to the point where ticket sales need to cover everything. In an effort to help keep the cost of the tickets reasonable, Ed Dalrymple and I have created a “55th Anniversary Donations” fund to help defray certain costs of the event (programs, centerpieces, mementos, guest speaker dinner, etc). We've already raised more than \$2,000.00 from IUSS CAA members. If you'd like to contribute please forward a check made out to IUSSCAA - 55th Donation to:

IUSS-CAESAR Alumni Association
J.M Donovan, Director
664 Rosaer Lane
Virginia Beach, VA 23464

Stay tuned to the IUSSCAA Website (Member's Forum) for periodic updates. If you have suggestions for the event please let me know at Jim_donovan53@yahoo.com

PEOPLE NEWS – Spring 2009

OTMC (SW) DAVE ANNIS, USN (Ret) has moved from Colfax, IA to Chadds Ford, PA. **CDR REBECCA BADDERS, USN (Ret)** resides in St. Petersburg, FL. Becky retired from the Navy on 1 August 2008 after serving more than three years at U.S. Central Command. **CAPT RHETTA RAY BAILEY, USN** has transferred from Newport, RI to San Diego, CA where she serves in her Major Command/Milestone assignment as N1 Director for Commander, Naval Air Forces (former AIRPAC). Rhett Ray deployed to Iraq for one year (2006) as OIC for a NAVCENT detachment to “take care of all Sailors in country”. She lists that tour as the absolute highlight of her 25 year Navy career. **Mr. D.J. “Jack” BRANNING, USNR (Ret)** served as a Watch Officer from 1961 to 1964 at NAVFAC Pac Beach, NAVFAC Adak and Oceanographic Unit, Treasure Island, San Francisco. He served as OPSO for his last year at the Oceanographic Unit and transferred to the Naval Reserve in 1965. Jack retired in 1992 and resides in San Francisco, CA. **Ex-LT MICHAEL BRENNAN, USNR** lives in Houston, TX. He served at Eleuthera (1970/71) and COSL Staff (1971/72) as Evaluation Watch Officer. Mike is a retired petroleum geologist (Gulf, Occidental, Cities Service, Louisiana Land & Exploration, and Pioneer Natural Resources). He’s also a licensed Professional Geoscientist (Texas), member of American Assoc of Petroleum Geologists and Friends of Archaeology. Michael reports “by a latter-day coincidence, my first cousin’s elder boy is an STG3 serving aboard USS CARR (FFG 52) home ported in Norfolk, VA.”

CAPT JOHN BYRON, USN (Ret) a.k.a. “Rubber Ducky” – nickname of the submarine he commanded, USS GUDGEON (SS-567), and reference to the anechoic coating being tested on his boat - retired from command of Naval Ordinance Test Unit at Cape Canaveral and 37 years of continuous active duty. Following retirement he worked for 12 years with a Fortune 500 company and for the past 4 years serves as a consultant for that same company. He resides in Cocoa Beach, FL. **Ex-OT2 LARRY CARREL, USN** attended Fleet Sonar School in 1975 and was stationed at NAVFAC Midway 75-76 and NAVFAC Bermuda 77-78. He currently lives in Butler, MO where he builds R/C boats and airplanes. **OTA1 KEVIN CHRISTOPHER, USN (Ret) and Ex-OTA1 ANN CHRISTOPHER, USN/USNR** live in Marlow, OK. The Christopher’s served at NAVFACs Bermuda, Adak, and Guam, NOPF Dam Neck, COSL and RTF Dam Neck. Kevin retired from CUS in 1995 and is presently employed by the US Army as a Cultural Resource Manager at Ft Sill, OK. **LCDR BETH COWAN, USN (Ret)** served at NAVFAC Bermuda from 1991 to 1992 and at Centerville, Beach from 1992 to 1993. Today she’s living in Woodbridge, VA. **Ms. AMY (KUCIEMBA) DUCKETT, Ex-USN and husband Ex-STG2 CORY DUCKETT, USN** reside in Clearfield, PA. They served at NOPF Dam Neck, JMF St Mawgan and CUS from 1993 to 2000. **CAPT KIRK EVANS, USN (Ret)** is settled in Vienna, VA and is currently employed by the Department of Homeland Security involved in counter-explosives R&D programs. CAPT Evans served as OPS officer at NAVFAC Antigua from 1969 to 1971. He also served as Deputy, PMW 183 SPAWAR (1986-88), PM FDS, PMW 184 SPAWAR (1988-91) and Director IUSS Programs, PD 80 SPAWAR (1991-93).

CDR JO ANNE GILCHRIST, USN (Ret) and husband CDR JOHN GILCHRIST, USN (Ret) are “still sailing, although ‘sans’ kids’!” Daughter Ensley is a senior at University of Florida and son Jack is a freshman at Oregon State. **Mr. GENE GODSOE, WECO** and his wife Yoko live in Greensboro, NC. Their son, Eugene is a junior at Stanford University. From 1966 until 1995 Gene served as a WECO SOSUS & Communications Field Installation Engineer involved in Project Planning and Test & Development for all shore-end locations. He has also worked for the Guilford, NC Sheriff’s department for 11 years. **Ex-ETR1 KEN GROSS, USN** of Williamsburg, VA served in the Navy from 1968 until 1973 (FSS, Key West, FL, NAVFACs Eleuthera and Keflavik, and USS THOR (ARC 4)). Following discharge from the Navy, Ken attended the University of Lowell, graduating in 1977 with a BS in Industrial Engineering. A proud father of two daughters and a grandfather, Ken has been employed by IBM since 1982.

Ex-OTA1 DOUG HARDIN, USN served in the IUSS from 1970 to 1978 at Adak (2 tours), Argentia, Coos Bay and USS ALBERT DAVID (FF-1050) before settling in St Louis, MO. Doug is married and the proud father of 6 children and 15 grandchildren. **MNCS (SW/IUSS) STEPHEN HARRIS, USN (Ret)** is a clinical field engineer for Varian Medical Systems working on Radiation systems for cancer patients in Cameron, NC. Stationed at Bermuda, FLTASWTRACEN Norfolk, Yokosuka, Japan and NOPF Dam Neck, Stephen changed rate from OTMC to Mineman and retired from the Navy in 2002. **NCC LOU HASKINS, USN (Ret)** has a Health and Fitness business in Jacksonville, FL. **Mr. ERIC JACKSON, Ex-USN** is living in Rome, GA. His IUSS affiliation includes A-school Oct 86 to Jun 87 and service at NAVFAC Adak (87-88) and NAVFAC Brawdy (88-91). **Mr. BOB KNETL, GS (Ret)** retired from the government in the spring of 2008 and was pleased to accept a position with the Georgia Tech Research Institute as Director of Washington Operations, effective 1 July 2008. Bob is excited about the opportunity to help expand the institution’s role in meeting security needs of our nation. His office is located above the Rosslyn Metro Station in Arlington, VA. If you find yourself in the area “please stop by!”

OTMC MARK KOHLMAN, USN (Ret) resides just outside of Knoxville, TN with his wife Susan. After retiring in 1993, Mark started a screen-printing business doing shirts for schools and local churches/businesses. He took a few years off in order to take advantage of his GI Bill benefits, teach some school and build a house before getting back into the screen-printing. Mark now refers to himself as “working retired”. He is always looking for time to ride his Gold Wing motorcycle around the country with Susan. **Ex-OTA MICHELLE LARSON, USN** has returned to Pennsylvania (Smokrun, PA) and works at Penn State University as an Information Technology Specialist for the Justice and Safety Institute. Michelle served at RTF Dam Neck in 1991 and at NOPF Dam Neck from 1991 to 1995. **Ex-OT2 STEPHEN LECHOWICZ, USN** resides in Kensington, CT. He served at NAVFAC Cape Hatteras from 1970 to 1971 and NAVFAC Grand Turk from 1971 to 1973. He is married with three grown children - one is in the Navy. **Ex-OTA JOEL LOEPER, USN** served at Grand Turk (1977-78) and Brawdy (1978-81). He used the GI Bill to earn a BA in Fine Arts at USF Tampa. He currently resides in Cape Coral, FL and is the owner of Peters Wholesale Optical Supplies. Joel also teaches Pottery (wildlife sculptor) and Oil Painting.

RMC DONALD McCORMICK, USN (Ret) and his wife Irene reside in Woodbridge, VA. Don’s duty stations were many, but in the IUSS he served at Grand Turk as an RMSN from 1960 to 1961 and then at Argentia, NFLD from 1961 to 1963 transferring as an RM2. RMC McCormick retired from the Navy in 1980 and went to work for AT&T, retiring from that company in 1998. He served as a contractor until 2005. He’s now “staying retired!” Don says “I thoroughly enjoyed my tours in the program and never would have left except the Detailer said I had to go to sea.” **Ex-OT1 MARTIN MILANO, USN** resides in Dexter, NY. Martin’s Navy time (1975-84) included tours of duty at NAVFACs Argentia and Barbers Point. Today, he is a Computer Network Specialist and competitive trap shooter.

STGCS (SW/IUSS) KATHY MORTON, USN recently transferred to NOPF Whidbey Island after a three-year tour on board USS SHOUP (DDG 86). Her husband **PO1 (CF) PAUL MORTON** retired after 23 years in the Canadian Forces (Navy). Paul is currently in Nova Scotia, working on the family “vacation cottage”! From Kathy: “Paul spent a total of 25 years in uniform, starting out with the Army Reserve Force in 1983 and then going into the Canadian Navy. He decided to go to the Regular Forces in 1985. I deployed to the Western Pacific in 2006 and again in 2008. Getting to participate in a lot of multi-national exercises and do shipboard ASW was interesting. Singapore and Thailand were some of the more interesting ports we pulled into. Right now, I am working with CNMOC Professional Development Center and NOPFWI, standing up the Professional Development Detachment at Whidbey Island.”

Mr. JOHN NOVOTNY, GS (Ret) was associated with IUSS for many years as Program Manager at SPAWAR Systems Center for UCP and ICS subsystems. He retired from SPAWAR in Feb 2002 and joined JAYCOR Corp where he worked under contract at the Mission Support Center at Naval Special Warfare Command in San Diego as a Senior Systems Engineer. In May 2008 his job was converted back to Civil Service and he is now working as a government employee as the Information Technology Supervisor at the MSC

Ex-OT2, JOANNE OWSLEY (TOWNER) served at NAVFAC/NOPF Whidbey Island (88 to 90 and 92 to 95) and at NAVFAC Adak (90 to 92). She is still with Bayliner in Arlington, WA. **GS TERRY PATTERSON, (Ret)** began his IUSS affiliation in 1959 with service at NAVFACs Centerville Beach, San Nicholas Island, Adak (2 tours) and COSP (Treasure Island). He also served with distinction at STIC/NISC/ONI from 1966 until 1996. Today Terry lives in Plympton, MA. **HTSC KEN POWELL, USN (Ret)** lives in Chesapeake, VA. Ken served as SURTASS Mission Supervisor on T-AGOS 12 and T-AGOS 18 from 1989 to 1991. He served as Director of Training, IOSC Norfolk until 2001. Today, Ken is employed by General Dynamics, AIS. **OTAC KRISTINE REED, USN (Ret) and husband, Ex-SURTASS Mission Supervisor, EDDIE REED** live in Suffolk, VA. Kristine is employed at Naval Network Warfare Command (NETWARCOM), NAB Little Creek, Norfolk, VA where she supports Allied and Coalition Navy Networks. Kristine served at Adak, Centerville Beach, Guam, COSP, NOPF Ford Island and Keflavik.

STGCM (SW) NANCY RICKMAN (formerly NANCY NICKEL) , USN is stationed at JMF St Mawgan. She plans to transfer to NOPF Dam Neck in September, 2009 and will reach her 30 year milestone in the navy in October, 2010. **OTA1/STG1 DEBBIE ROGERS, USN (Ret) and her husband OTAC Bill Rogers, USN (Ret)** live in Virginia Beach, VA. **Mr. EDWARD ROMSHE, WECO/AT&T**, his wife Lori and their three children make their home in Pataskala, OH. Ed was an Installer, Tester, Cable Splicer and Cable Transmission Room Tester from 1978 until 1993 serving at exotic locations like Barbados, Argentia, Adak, Keflavik, and Japan to name a few. He also rode several MSC ships and supported four SURTASS installations. Ed currently works for Alcatel-Lucent in Columbus, OH in the Cellular/Wireless phone industry.

OTC JOHN ROSS, USN (Ret) and Pat, his wife of 39 years reside temporarily in the Green Bay, WI area. John converted from ET1 to OT1 in 1973 and reported to NAVFAC Eleuthera. He retired as an OTC in 1984. In May of 2008, John completed a 24-year higher education career with Fox Valley Technical College in Appleton, WI. Recently, John and Pat “sold the house, bought the condo, and bought the travel trailer to begin ‘Snowbirding’ somewhere south and warmer than the frozen tundra of the Green Bay area!” With one son in Portland, ME, a daughter in Coos Bay, OR and two children in WI, they plan to spend a lot of time crisscrossing the country. John is an avid Hot Air Balloon enthusiast, travelling the country flying at different events for the past 18 years.

STG1 MARC RYAN, USN is currently serving on a Joint Task Force at Guantanamo Bay, Cuba. Marc served in the IUSS from 1994 at Brawdy, Keflavik, St Mawgan and Whidbey Island. Prior to his assignment to GTMO, he served in USS FORD (FFG-54). **OTMCS LEO SEARS, USN (Ret)** has returned to the U.S. from Ramstein AFB, Germany and settled in Alexandria, VA. **OTM1 GUY STRICKLIN, USN (Ret)** lives in Hoover, AL and owns a bar in Pelham, AL. Guy served from 1975 to 1995 at Key West, Bermuda, Brawdy (two tours), Barbers Point, Okinawa, and FLEASWTRACENLANT. **CDR PETER STROUX, USN (Ret)** served as CO, USS NEPTUNE (ARC-2) from 1965 to 1967. He retired from the Navy in 1972 and is currently “retired/retired”. Peter volunteers at naval Hospital Pensacola, FL and is a member of the Optimist Club of Gulf Breeze, FL where he resides. A widower, Peter has 2 children, 5 step children and a host of grand- and great-grandchildren.

Dr. WENDELL SYKES, PhD was Technical Director of PME 124 from 1972 until 1975. He is currently the President of Context Systems. After leaving PME 124, Wendell went back to Arthur D Little, but left the company in 1992. For about the last 25 years, he has been a consultant to DARPA, working with a series of program managers. For about the last 7-8 years, he’s been working on military unmanned ground vehicles (robots), including the Packbot which is now employed in large numbers in theater.

Mrs. PAT SZEWCZAK, GS has been the Commodore’s Executive Assistant at Commander, Undersea Surveillance in Virginia Beach, VA since February, 1996. A recent widow, Pat has two grown sons, one daughter in law and one grandson. **CWO TOM UECKER, USN (Ret)** resides in Edgar, NE with his wife Sandra and children Garrett (10), John (9) and McKensi (9). Tom is raising horses and riding Harleys while enjoying full retirement from the Navy and the Texas Department of Criminal Justice. **Ex-OT3 GREG UNDERWOOD, USN** lives in Riverton, UT. He was stationed at NAVFAC/NOPF Whidbey Island from 1988 to 1991. **Ex-OTA3 TONYA WATSON (ROMAN), USN and husband Ex-OTA2 TONY WATSON, USN** reside on Ford Island, Pearl Harbor, HI. Tonya is a Senior Survey Technician on board R/V KA’IMIMOANA (former USNS TITAN (T-AGOS 15)). Husband Tony builds hot tubs and 23 y/o son Steve troubleshoots iPhones. **CWO3 DONALD WRAY, USN (Ret)** lives in Martinsville, IN. He is currently employed at Cummins, Inc., as an Information Security Manager. **OTAC DENNIS YOUNG, USN (Ret)** has settled in Virginia Beach, VA. During his Navy career, Dennis served at Centerville Beach, Brawdy (2 tours), NOPF Dam Neck, and SWDG Little Creek.

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