

The Cable

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IUSS • CAESAR



Alumni Association

Winter 1997

DIRECTOR'S CORNER

Ed Dalrymple

I know you are all wondering where we have been. The Association hasn't really been idle; just not published. We continue to grow at a nice steady rate thanks to the efforts of Jack Holdzkorn and many of you. Word-of-mouth continues to be our best advertising vehicle. I thank the members who have submitted material and photos and news; it is greatly appreciated and is the life blood of the newsletter. We can now scan in some photos as you can see from this issue. As our space is limited we will try to publish as many as possible; especially those of general interest to the membership. George Smith submitted a number of photos from Grand Turk for which we are appreciative. Art Purcilly has offered to start and take the lead on a home page so please contact him directly at his e-mail address: ap3@ElSegundoCA.NCR.COM if you have information, suggestions, ideas, etc. Next issue I hope to start with a series of articles on the history of the SYSTEM. I have been collecting information and now have enough to go forward. The SYSTEM continues to undergo many changes as it progresses towards the 21st Century. We hope to give you some insight into these changes. It is with deep regret and the greatest of respect that we note the passing of Ray MacMillan a member of our community from AT&T (WeCo). We learned of two other from our community; although not Assn members who have passed on. OTAC Braudaway in Florida a few months ago and OTCM James R. Peaveyhouse in Coos Bay, OR about four years ago and more recently, OTCS Bill Taylor. As I was writing this article today I was notified of the death of Bill Hazelbaker on 12 January 1997 in Norfolk. I know I can speak for all of you in extending to their families our sincerest sympathy. I wish all of you a prosperous and healthy new year.

Until next time. Ed

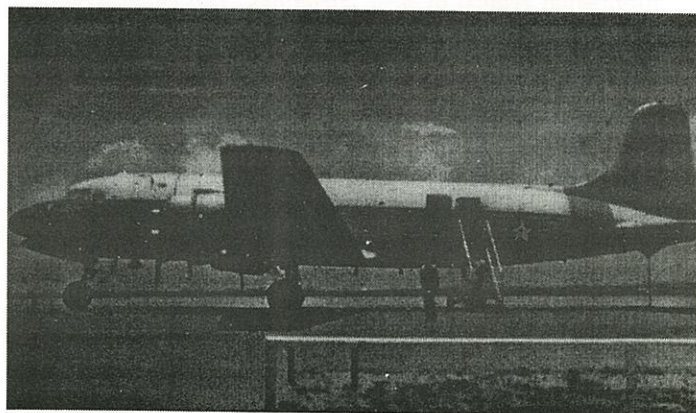


photo courtesy of George Smith

"Rangeliner" Circa 1962

NOTEWORTHY EVENTS

- 24-27 MAY 96** *IUSS ANNUAL CHEATHAM ANNEX CAMPING TRIP*
- 30 SEPT 96** *NAVFAC KEFLAVIK CEASES OPERATIONS AFTER 30 YEARS*
- 30 SEPT 96** *FIXED DISTRIBUTED SYSTEM (FDS) FULL OPERATIONAL CAPABILITY DECLARED*
- 12 DEC 96** *NAVFAC KEFLAVIK DISESTABLISHED - LCDR JIM DONOVAN LAST CO*
- 3 JAN 97** *"TREY" COOLEY RETIRES FROM ONI AFTER 33 YEARS FEDERAL SERVICE*
- 8 JAN 97** *NAVFAC ADAK PLUG PULLED REVERTING TO "WET STORAGE"*

Steering By The Stars

by CAPT Mary Mosier, USN

Admiral Johnson, the new CNO visited Norfolk shortly after being appointed. He told the officers and sailors he would lead the Navy steering by the stars and not by the wake. That has been the philosophy of IUSS for the past year. It has lead us to some new adventures and significant decisions that I would like to share with you.

We embarked upon a cooperative venture with the Office of Naval Intelligence and Naval Security Group Activity to evolve the building that houses NOPF Whidbey Island into an Intel Center of Excellence. One stop shopping for information critical to fleet operations. The commissioning took place October 1, 1996. IUSS took top billing on the new sign.

Operations at the Joint Maritime Facility at St. Mawgan have progressed faster than expected. This allowed Commander, Undersea Surveillance, CUS, to cease operations a year early at NAVFAC Keflavik.

This broke our folks away early to fill gapped billets at the JMF and NOPFs. This was not a budgetary decision, but a resource decision. On December 12th NAVFAC Keflavik was officially decommissioned.

IUSS went to sea. Between Low Frequency Active detachments, Twin-line array ship-riders and participation in such major events as RIMPAC, MARCOT, and SHAREMS, IUSS folks racked-up over 7,000 days at sea this year. We even got our civilian personnel out on a tiger cruise from Little Creek to Washington, D.C. on the STALWART. Our sea pay logs are filling-up and our folks are proudly wearing Arctic Service Ribbons.

The merger back to STG from OT will take place October 1, 1997. Preparation for this change has been a priority this year. We have started establishing civilian positions to retain long-term corporate acoustic knowledge. The Training Directorate is pushing hard to have onboard trainers in place. We are scrubbing our standard operational procedures to ensure they are clearly documented and appropriate for the unique mission of each site. The prototype course for STGs going to an IUSS site graduated from SUBTRAFAC on September 20, 1996. Our first group of STGs are onboard. They come with lots of enthusiasm and fleet experience.

During the Fall Commanding Officer/Master Chief conference we reviewed requirements for awarding the IUSS breast insignia. With the introduction of STGs and 1630 designated officers to the sites this year, we transition from few people assigned wearing warfare qualifications to the majority of personnel having either surface or air

warfare qualifications. We want the achievement of the IUSS insignia to be meaningful and a symbol of the importance and pride of the IUSS. We don't have the answer yet, but the master chiefs and commanding officers passed on some good suggestions to the Commodore on the subject.

This has been a successful year for the Fixed Distributed System (FDS), the Low Frequency Active (LFA) and the Advanced Deployable System (ADS). THE HEAVENS HAVE BEEN GOOD TO IUSS IN 1996.

Captain Mosier is currently the Chief Staff Officer, Commander Undersea Surveillance and has been an ardent supporter of the Alumni Association within the active duty community.

Naval Facility Keflavik: The Beginning

by Ernest Castillo III

On 07 March 1965, a meeting was held in Washington, DC, to discuss if the U.S. Navy should establish a SOSS in the Norwegian Sea. Because of available intelligence, it was known that this particular area would be most lucrative for collecting acoustic data. The meeting was under the cognizance of VADM Charles Martell and included a number of OPNAV admirals and senior military personnel from the Washington area as well as Atlantic Fleet representatives.

At the end of the first day it was agreed that the U.S. Navy would establish a SOSS and discussions immediately turned to where the SOSS should be located. RADM Ralph Weymouth, Commander Fleet Air Wing Iceland, was in attendance and made a strong recommendation that the new Naval Facility should be located on the U.S. Naval Station in Keflavik, Iceland.

Immediately, Capt Joe Kelly, went to Keflavik to investigate the area and while there personally selected the site for the facility. That decision completed Capt Kelly began arranging to have a cable, array, and the necessary processing equipment, that was being readied for NavFac Bermuda, earmarked for the new facility in Keflavik and the planned Bermuda addition was canceled. Building plans that had been used for the construction of NavFac Adak, were sent to ROICC in Keflavik. Because of a US-Icelandic agreement, building construction at Keflavik would be done by the Icelandic Prime Contractor.

By mid summer, just four months after the meeting, the array and cable was being laid and construction of the operations building was under way. The Icelandic contractor worked 24 hours a day in order to meet established

deadlines and Western Electric advised they could have the new facility operating by 01 March 1966. (It is amazing to note that the planned IOC date was less than a year after the preliminary meeting to decide to build the NavFac). To accomplish this feat required a tremendous amount of organization and coordination between the Icelandic Prime Contractor, WECO, and the U.S Navy.

The construction and installation schedules were so tight that as soon as the building contractor finished construction of one room it would be sealed off and WECO would move in and start the equipment installation.

Commander Oceanographic System Atlantic asked for volunteers from the system to fill both the officer and operations enlisted billets. By October the lists were complete and the selection process was underway to pick each and every operator that would be going to NavFac Keflavik. Many watch supervisors at downrange stations volunteered to go as readers, just to get a chance to be the first at NavFac Keflavik.

The first NavFac personnel arrived by late November and the hard work of setting up a new facility was underway. There were numerous instructions and orders to write and new procedures to be established so that the operational date could be met. Most of the operators were onboard the NavFac by January 1966.

In February while WECO conducted the final test and check out of the display equipment they agreed to let the display equipment run all night and allow the operators to monitor the beams in order to get acquainted with station characteristics and peculiarities as well as learn what to look for on the grams. It turned out to be quite frustrating at times for the night watch to actually follow something-of high interest and then have to turn off the writers in the morning so that WECO could continue the final test and check-out phase.

Everything went exactly as planned and the U.S. Navy was able to have NavFac Keflavik operational on the IOC date that had been proposed less than a year earlier - a remarkable feat that has never been accomplished since.

R 300910Z SEP 96 ZYB PSN 597654L36
FM NAVFAC KEFLAVIK IC//00//
TO RUCBNEB/COMUNDERSEASURV DAM NECK VA//00/01/N3//
INFO RUENAAA/CNO WASHINGTON DCI//N874//
RUCBCLF/CINCLANTFLT NORFOLK VA//00/01/N3//
RUCOPKB/COMICEDEFOR KEFLAVIK IC//00/01/J3//
RUCOPKC/COMFAIR KEFLAVIK IC//00/01/N3//
RUCOPLF/NAS KEFLAVIK IC//00/01/N3//
RUDONVA/JMF ST MAWGAN UK//00/01/N3//
RUCBNCC/NAVOCEANPROFAC DAM NECK VA//00/01/N3//
RHWIPZA/NAVOCEANPROFAC WHIDBEY ISLAND WA//00/01/N3//
RCEOCEA/TRINITY HALIFAX//00/01/N3//
BT
UNCLAS //N03100//

MSGID/GENADMIN/NAVFAC KEFLAVIK IC//
SUBJ/NAVFAC KEFLAVIK-CEASE OPERATIONS//
RMKS/1. AT 300900Z, ACTUATORS WERE STOPPED AND THE CABLE WAS POWERED DOWN AT THE OLDEST AND FINEST NAVAL FACILITY IN THE HISTORY OF THE SOUND SURVEILLANCE SYSTEM (SOSUS) AND INTEGRATED UNDERSEA SURVEILLANCE SYSTEM (IUSS).
PAGE 02 RULYSGG9904 UNCLAS
2. FOR 30 YEARS, 6 MONTHS AND 29 DAYS, NAVFACKEF PROUDLY STOOD AT THE FOREFRONT OF OUR NATIONS DEFENSE, LEADING THE PACK IN ANTISUBMARINE WARFARE AND UNDERSEA ACOUSTIC INTELLIGENCE GATHERING. WITH 16 COMMANDING OFFICERS AT THE HELM, SOME 200 OFFICERS AND 3700 CREW SILENTLY PERFORMED THE NAVFACS MISSION WITH TREMENDOUS PRIDE, PROFESSIONALISM, AND "ESPRIT DE CORPS" THAT IS, PERHAPS, COMMON ONLY TO NAVFACKEF.
3. WE WILL NEVER FORGET: ENDLESS RIDES ON THE NAVFAC BUS...THE LOX PLANT...S-CURVES ON NAVFAC ROAD... WHITE OUTS...SPRING OPS...HALL PARTIES AT BARRACKS 748...THE TOP OF THE ROCK...THE BRASS NUT...CHOW TRAYS, SLIDERS, BANANA PIZZA... 11S BEAMS 8 AND 9. BUT PRIMARILY - THE TRULY UNIQUE EXPERIENCE OF SERVING WITH THE FINEST PROFESSIONALS, IN THE MOST DEMANDING WORK ENVIRONMENT, IN THE ASW CAPITAL OF THE WORLD.
4. THE FINAL PAPER CHANGE (OF 44,288) HAS BEEN ACCOMPLISHED, BUT NOT DOCUMENTED. WE STAND PROUD AT THE END OF THIS ERA, THE LAST OF 22 ASW WARRIORS KNOWN SIMPLY AS "NAVFACS". LCDR J.M. DONOVAN, COMMANDING OFFICER SENDS.//
BT

NAVY 104 - AKA NavFac Grand Turks March '61 - March '63 by George Smith

While at Key West, during my final days in Course 572- Sonar Oceanography - Department Head, LTjg R. Bruce Rule (R is for Renshaw), I selected Grand Turks as my first choice of duty. Turks was considered isolated sea-duty and well known in my hometown of Miami as a "hurricane reference point".

In March of 1961 I left Key West as an SOOSN for Grand Turks. Stopping at Grand Bahama Island enroute to Turks via a C-54, I noticed another (#72571) parked, with an engine missing. It reportedly fell off in flight?

The Sonar Rate (SO) at that time consisted of: SOG-surface, SOA-air, SOS-submarine, and SOO-oceanography. These designators were maintained up to E-5 (ex. SOG2, SOO2....), then you advanced to a generic Sonar rate of SO1. This caused many SOO's problems as the advancement exam for E-6 was oriented towards the seagoing side of the rate.

Turks was definitely an isolated (sea-duty) station. No dependents were allowed; no suitable facilities available. The tour was one year, but I managed to get two six-month

extensions. The island was 6 miles long and a half mile wide. An Auxiliary Air Force Base was located on the opposite (south) end of the island and was in support of the ongoing unmanned/manned orbital flight programs from Cape Canaveral, Florida. There was also a Command Destruction site located about a mile south of the NavFac to monitor/destroy "wayward" rockets fired from the Cape during the early days of America's space program. The local community was called Cockburntown, which consisted of several salt-flats, a wireless station, a few bars, and not much else. Open grazing was the norm on the island for animals such as donkeys, cows and turkeys.

Watchstanding was in three sections; 6-hour watches with a maximum of 36 hours off, with off-island 96-hour liberty granted every three months to San Juan or Cocoa Beach via the "rangeline". In those days a single ET maintained the equipment under the watchful eyes of the "WECO Resident" which every site had. SOOs were readers, plotters or supervisors. An SOO was occasionally assigned as a maintenance person to do PMs (mechanical) on the FQQ-1 (4" display). The DSA (Digital Spectrum Analyzer) system arrived for installation the day I was transferred. We also used a handwritten RTTF (Reader's Target Tracking Form). The information was transferred to the supervisor's report form, which was a series of five-group blocks with carbon paper copy similar to a primitive ATARF, but no room for a comments section. The supervisor's report form was passed via the OWO to the radio room for transmission to COMOCEANSYSLANT (CTG 81.1). The FQQ-1 lofargram displays were arranged in a semi-circle, pretty much on the same LOB as the real thing.

Unloading of the M-boat (supply ship) was always an "all hands" event. The dock was located at the other end of the island and took about a half a day to off load. Either the VERA G or the WESTERN VENTURER (ex LSMs) arrived at random intervals delivering necessities: dry stores, spare parts, vehicles and beer. The SOOs always knew when the M-boat was near; need I say more?

Off base liberty meant a ride in the stake truck to one of the two local bars or to the Air Force Base club. The last truck leaving town for the base was usually midnight. It was a long dark walk back to the base if you missed the truck.

The NavFac had a recreation hall across the street from the two story EM barracks. The "rec-hall" had a bar, grille, shuffleboard, pinball machine and jukebox. Movies were shown outside the messhall, on a small stage with a canvas screen; i.e. the "movie slab".

We were the envy of the other Facs because we had a swimming pool.

The daily routine was only interrupted twice while I was stationed there. The first event occurred in February 1962 when John Glenn circled the earth three times in Friendship

7 with "splashdown" occurring in the waters adjacent to Turks. The USS RANDOLPH Task Force provided recovery operations. Then Vice President Lyndon Johnson and other Mercury program astronauts came to Turks to meet with Glenn after his famous flight.

The second major event was the blockade of Cuba in October 1962. The island was inundated with other armed forces (mostly Army) for possible deployment to Cuba. The NavFac became the Fleet Post Office for all the ships operating off the north point, behind the T-building, conducting the naval blockade. NavFac Grand Turks received a special award from COMOCEANSYSLANT for our efforts (Contact #24015/Charlie 20) during this crisis period which was proudly displayed on the T-building watch floor.

In those days advancing in rate to E-6 (SO1) meant you had to be familiar with surface ship sonar and auxiliary equipment (SQS-4, SQS-29/32, MK 105 Fire Control, Weapon Alfa, etc.). Only one question on the exam related to "oceanography". After much counseling from my senior enlisted advisors I opted for "A" school in Key West verses a tour at Barbados. As it turned out I finished "A" school, took the "pressure-test" at the Underwater Swimmers Schools and went into submarines for the next 17 years.

Some of the Navy personnel stationed on Turks during this period were: SOOs - Lou Rose, Jim Ogden, D.E. Smith, Royster, Nick VanHerpin, Gaylord, Ron Theriault, Ray Riker, Pete Brendal, Hall, Weber, Gary Crowder, Al Cook, Houck, CPO "Mac" McNeil. RMs - Haskins, Poynter, Goodrich and Ron Heilsie. Officers - LT L.J. Torres (XO), ENS Hazen, LT O'Reilly, LT N. Trickel (XO), LCDR Prezioso (CO), LTjg R.J. Kuebler, ENS P.Ober, LCDR R.J. Mumford (CO) and ENS McKinney.

ON TO ANTIGUA, BWI

by Dave Johnson

Spring, 1964. I had just come through a bitterly cold winter at Newport when my orders came in. I knew I had heard of the place, but where was it? I couldn't wait to get to the library to find an atlas.

After communications and sonar schools I finally arrived at Patrick AFB for further "shipment", and I use the term advisedly, down range. I was met in Antigua by who I considered to be a very senior officer - a LTjg!! Not only was he the CDO that Sunday, but he was also the Public Works Officer (I had no idea that his shoulder board designation was for Civil Engineer Corps).

There were six very, very junior officers living in the BOQ and my indoctrination that first day included being assigned

my liquor locker in the lounge. Beefeaters of course was cheaper than a six pack of Coca Cola and I soon learned that the British had a good thing going when they served the gin and tonics!

Being on a three shift 24-hour watch bill was a tremendous adjustment. Like many before me, I learned that my survival depended on the "Chief" and the troops. They were a great bunch of guys that had technical skills far above my own. I admired them then as I do today. The Island was, of course, a paradise. There were great parties, lots of female Canadian tourists, an interesting local culture, historical sites (Lord Nelson Dockyard), and a little glamour (Jackie Kennedy at the Mellon estate and Royal yacht BRITANNIA). Collateral duties took up a lot of time when not on watch, but what little free time there was, was really great. Of course if I had know how to really operate within the command structure I would have had a lot more free time and would have taken better advantage of the opportunities. Let's just say it was a real learning experience.

There are lots of stories about the Vaughns (XO), the Hoffmans (Supply), the new Public Works Officer (Ken and Linda Kelly), and the bachelors (Brady, Hulings, and Fegan to mention a few). We had assigned to our wardroom a position call a steward. Owens was a real character and could cook up a great lobster dinner when we had a wetting down party at the BOQ.

I went on to COSL in Norfolk after Antigua and had a fantastic tour there; that is another story. I left active duty, returned to San Diego, married and finished my 20 years in the Naval Reserve, leaving as a CDR, as CO of the Military Sealift Command, San Diego. In between those years there were two children and travel around the world with the Reserves while I worked as a civilian for the Department of Defense as a mediator and hearing officer.

The Navy has been great to me and I was fortunate to meet so many great people.

IUSS ANNUAL CHEATHAM ANNEX CAMPING TRIP

*by
Ed Haven*

The 17th annual IUSS camping trip was held at Cheatham Annex 24-27 May 1996.

In attendance were: Doug and Sally Simon, Jim and Shirley Lapp, Bob and Cindy Eller and family, Rich and Gerry Findley and family, Al Lucero and family, Ed and Renee Haven, Chris and Maureen Goebel and family, Dick and Donna Stowe, Larry and Susan Wiltcher, Hugh and Debbie Griffin and family, Ernie and Meg Highham and family,

Bobby Lee Hensley and family, Ed Smock, Kieth Smock and family, Stan Carmin, Bill Stead, Ted Haven, Jeff Brisdyne, and Mark Benforado.

Ed Smock cooked his famous venison "stir fry" on Saturday night and Doug Simon and Jim Lapp and Bill Stead cooked "eye round steak" on Sunday night. Everyone brought a covered dish for both nights. The food was excellent guys.

The weather was fine but cool on Saturday and Sunday. Monday the sky opened up and rained hard while everyone was packing up to go home. Hope everyone dried out.

Next year we would like to see more IUSS faces!!! A flyer will be coming out in the future.

Memorable Moments:

FIRESIDE "READINGS" BY BOB ELLER

TED HAVEN'S DEMONSTRATION OF "REACTION TIME"

SHIRLEY LAPP'S DESIRE FOR "SOUP"

BRANDON SMOCK CATCHING 36 FISH

STORIES ABOUT JOHNNY "NO SHOW" ELLIS

THE "SLIGHT" RAIN THAT FELL MONDAY

ONCE MORE SHIRLEY! BREATHE "IN", BREATHE "OUT"

IN THE SHADOW OF THE LIGHT

*by
CAPT Leslie Skowronek, USN*

Located at the end of Lighthouse Road the sign by the base still reads "THIS IS NOT THE ROAD TO THE LIGHTHOUSE."

Naval Facility Cape Hatteras was established in 1956 on 16 acres of property when ferries provided the only access to the island. The compact base provided its military members and retirees with nearly all the amenities provided by much larger bases. Capehart housing was home to many married sailors with barracks rooms and Bachelor Officer Quarters for the singles. Reel to reel movies were shown daily in the auditorium since there was no theater on the island. Providing water, sewage and power along with stores, a fire department, club, medical facilities, bowling alley, gas station and TV reception, the base was its own community and its residents felt like family.

Fishing and the beaches are the main attractions of the area. All local vehicles are 4-wheel drive and have fishing pole holders mounted on the front bumper. More elaborate units even have a platform to hold a cooler. Driving on the beach is authorized and the easiest way to get to the best fishing "holes" especially the "Point" below the Hatteras Lighthouse. This is the most easterly spot of the island and is

where the Gulf Stream from the south meets the Labrador Current from the north.

From spring to fall the military members gladly went to a summer hours schedule, working 0600 to 1300 so as to have the afternoons for other activities--much to the dislike of COSL. Volleyball games pitted officers against enlisted. But for the routine fishing tournaments, everyone vied for the best fishermen, regardless of rank. The fish fries at the club following these tournaments were always a big hit and part of the camaraderie that was the base.

After hours, the base club provided entertainment for the sailors as well as any locals who could get sponsored in. It was a dry county with the base club the only source of hard liquor for over 100 miles. The club was renovated a number of times and offered meals, dancing, darts and other entertainment. Oftentimes the band was placed inside the club and parking lot used as the dance floor to accommodate everyone. This also helped avoid irate calls from nearby motel owners complaining about the noise. A large deck leading over the dune was eventually added in the late 70s and was the site of many summer picnics and the CO's wetting down party.

The pond separating the base from the Park Service land and the lighthouse keepers' quarters was known for its good fishing but also produced the occasional alligator out to sun itself. It swallowed its share of construction equipment as careless Seabees drove the vehicles too close to the edge. What embarrassment to have to call the Coast Guard to help the Navy out of the water!

Fourteen years have passed since June 1982 when the Naval Facility was disestablished and the base turned over to the Coast Guard

The huge solid-walled operations building was the first to be demolished. The debris was hauled to the sound by a restaurant owner to use as landfill to protect his property from rising flood waters. This proved an expensive way to save money when the EPA forbade him to use the material and he had to pay for its removal.

With the change to county liquor laws, the club was torn down. To this day it is still easy to spot where it stood by the indentation in the dune where the ramp used to be. It's easy to picture the crowds at the parties that were held on the deck by the old club with the occasional snake stopping by.

The bowling alley, gas station and fire department are only memories. The BOQ is now rental motel rooms. The close-knit atmosphere that pervaded while it was a secure naval base is now gone. The base is a part of the community. There are no gate guards to limit traffic. How rich our sailors would be had they gotten one dollar for every car they turned away from the gate that wanted to get to the

lighthouse.

I met a woman who recently moved to Central Ohio who lived in Kitty Hawk for thirteen years and always wondered why there was no naval base in North Carolina. The newcomers to the Outer Banks don't realize the great little base the Navy had, but many of us who lived and worked there for years will never forget the shadow of that lighthouse and the flashing light that led us home.

EARLY SAN SALVADOR

by Art Purcilly

The reason I am writing is due to the three articles contained in the last newsletter (Editor's note, yeh I know who can remember back that far) about San Salvador, aka Watling's Island. I was there for a year back before it was operational in 1954-1955; believe it or not. I had just completed a tour of duty as an Electronic Tech 3rd class at the torpedo test range at Newport, R.I., and as I had an "X" (for experimental) added to my billet number I was transferred to San Salvador, BWI, another experimental facility.

I reported to the OpaLocka USMC NAS in Florida in early December 1954 and was informed that NavFac San Sal was not ready for ship's company; so I was assigned to the TAD barracks. I reported each morning to a Marine corporal - who as fate would have it - had served with my brother, at that time a drill instructor at Parris Island. He informed me that it would be three or four weeks before I would be shipped downrange and told me to go back home on "unofficial leave" and he would cover for me. I did for three weeks, spent Christmas at home, and when I returned I learned that the rest of the crew had left the previous day via an LST for San Sal. The corporal did indeed cover for me and I got to go first class by flying up to Patrick AFB in a little two seater and then over to San Sal in a cargo plane.

When I arrived, the Western Electric guys were still installing the electronics, the Navy "Seabees" were still finishing up their job and the ship's company, except for the officers, were living in tents in the back forty!! We had the best view from our screened-in four-holer that sat right above the beach over looking the cove; it was simply beee-ooot-ee-ful!!

Yep, no indoor plumbing, bathing was done with lye soap in the surf! 'Twas a real island paradise! The water catchment basin was only in the design stage and drinking water was shipped in, so at times it was severely rationed.

Editor's Note: Art has promised to continue his enlisted man's perspective of System history with an article for a future newsletter on Cape Hatteras, circa 1956.

Destination Grand Turk - 1964

by Bruce W. Turner

Newport Rhode Island, in late March 1964 . . . almost an Ensign, I had my orders in hand . . . NAVFAC GRAND TURK, TWI with a 2 week Communications school in Newport and a 6 week stop at some special Sonar school in Key West. I had no idea at the time how those orders and the next six years active duty in the System would set a course that would greatly influence my future choice of civilian employment, my choice of a mate, my children, as well as my choice of a great many friends and associates.

As a green 16 week wonder, the perplexing barrage of acronyms and abbreviations was just beginning. I was to relieve LTjg Don Tondro as Communications Officer at NAVFAC Grand Turk, so the language of AUTODIN soon became my own. Don voluntarily stayed on for at least 6 months beyond the usual 12 month tour. For Don the NAVFAC was a convenient reason for being at Grand Turk. His life on the island revolved almost exclusively around his real love of SCUBA and underwater photography. He bought his own compressor, tanks and associated gear as well as an expensive 16 mm movie camera and underwater housing. He took some beautiful footage of the extensive coral reefs at Grand Turk. Sometime in 1995 I heard his voice on PBS radio when he was interviewed as a commercial mini-submarine operator somewhere in the Florida Keys. In his capacity as Special Services Officer he insured there were always adequate masks, snorkels, fins, boats and motors available for the crew's recreational use. He gave me my first SCUBA lesson and introduced me to the world of unsurpassed underwater beauty less than a mile from the base.

Key West brought an introduction to conch chowder, turtle soup, and termites. The old BOQ had never seen air conditioning. On my second day there, the door knob to my room pulled straight through the door - improving the ventilation somewhat. There were 24 JOs in that class behind the Green Doors. The ones I can remember were Dave Johnson, John Holland, Louis Warren, Burt Luring, and Trey Cooley.

On 21 June 1964 after flying into the sleepy little municipal airport of Orlando, Florida, I took a taxi to Patrick AFB and two days later took the downrange C-124 to Eleuthera, San Salvador, Mayaguana, and finally Grand Turk. The aircraft looked like a fat silver Havana cigar with wings. Entry was gained by a steep walk up the ramp extending from the nose. The plush interior was replete with MATS-style web seats slung from the sides and downrange cargo tied down the center tracks of the fuselage. At takeoff, there was absolutely no sensation of lift. The only way you could tell we were actually airborne was that objects on the ground appeared to get smaller as we slowly gained altitude. The

engine noise was deafening. Every landing felt like it was a coin toss as to whether the plane would stop before the runway would run out. Reversing the props was dicey too. Too soon - the engines burn up. Too late, we're in the drink.

At Grand Turk I was greeted by the flamboyant XO, LT Del Heydenberk, a former P2 pilot who literally flew me to the base in the CO's jeep . . . slowing only when collision with one of the free-ranging donkeys seemed imminent. It was late in the afternoon when Petty Officer Birley logged me aboard at the Admin Office. Most of the topside base had secured for the day. Some of the crew were lounging around the pool. The XO had explained the tropical hours routine to me on the way from the airstrip.

I remember: Cricket - base versus locals, 4 meals/day, martinis with the CO, Mount Gay rum - 85 cents for a 5th, New Years Day hangover, building of the pool, parties at Government house, Grand Turk handshake, USO shows and girls, M-1 & 45 & grenade qualification, Ground Defense drills, water hours, catchment water, Charley Best, AFB PanAm RCA, meeting the M-boat, meeting the MATS flight, flying to Miami in the General's aircraft for Christmas, Cuban Crises Whiskey class, burning lofargrams, birdies, riding horses on the beach, sailing Sunfish, diving, tennis courts, drying conch, lobsters.

CO - LCDR Richard F. Dugan, Jr.
XO - LT Del Heydenberk
Supply Officer - LTjg George Dachman
Public Works - LTjg Larry Sterling
Ops - LTjg Dick Hartley
Comms - LTjg Don Tondro
OWO - LTjg John Devries
OWO - LTjg Joe Gronka
OWO - LTjg Mac McClendon
OWO - ENS Ed Liu
OWO - ENS Bruce Turner
WECO - Doyle Wilson

Later arrivals:
LCDR Gallagher
LT John Marquardt
LT Jack Lachnicht
LTjg Jim Cloar
LTjg Robert Wulff
ENS Burt Luring
ENS Robert Brinkerhoff
SN Dave King
PO3 DeLuca
RM2 Kilgo

People News

DAVE ARNOLD, retired from Western Electric/AT&T in March 1993 and resides in Pleasant Garden, NC. He is building a new house in Randolph County about 15 miles south of Greensboro. **OTMCS Bob Ainsworth** is on active duty at JMF St. Mawgan. It is nice to have members from the active duty community giving the association a balance; a way for the past to stay current with the future. **Jack Bailey** is in Virginia Beach and worked with Bendix after leaving the Navy. **OTACS Steve Baker** resides in Greensburg, Pennsylvania where he and his wife work for a non-profit corporation that establishes residential homes for the mentally retarded. The world should have more like Steve and his wife; keep up the good work. **OTACS Phil Blauvelt** is in Tivoli, NY (100 miles north of NYC). His wife **Charlotte** works as a Personal Banker and Philip is with the engineering department at the Northern Dutchess Hospital. He says they have lots of room and all are welcome; careful Philip you may find a house full before you know it. **John Bigler** and his wife Antoinette reside in Falmouth, VA. John has worked for BBN, Inc. for the past 20 years. BBN is teamed Lockheed Martin in building new IUSS systems. John writes that his father-in-law **OTCM John T. Repanshek** is living in Rockledge, Florida. Heard via e-mail from **OTCM Rick Bolin** (ret). Rick is in Urbana, Illinois. **OTCM Don Bowman** (ret) is employed by the U.S Postal Service in Virginia Beach. Has anyone else noticed but it has been my recent experience that the mails are more efficient and post offices more service oriented; thanks Don keep up the good work! My apologies to **Steve Buck** we had his address wrong in the last directory; the street should read Archwood Way not Archway. **STCM Joe Carpenter** is in Coos Bay, Oregon. Joe is really retired now, we think. He retired from Navy in 1970, retired from being the Chief Deputy Assessor for Coos County after 15 years in 1985 and from selling insurance in 1994. Some medical problems like a triple bypass forced his last retirement. **OTAC John "Hoppy" Cassidy** is in Virginia Beach with his wife Gudbjorg, a native of Iceland. John is currently working in South Carolina for NORTEL, but is looking to locate closer to home. My thanks to **Ernie Castillo** for writing the article on Keflavik. **George Chapman** continues to work with me at TRW supporting the Program Office in Washington. George is the force behind putting many of the contracts that buy equipment and services into place. George and his wife Nancy recently moved to the hinterlands of western Virginia where he starts his day by arising at 0340 each morning. **CDR Florence Chichester** is residing in Washington, D.C. after completing a tour on CUS staff as Director Admin and Manpower. She is currently at NCTS in

WASHDC. **CAPT Hearst Coen**, now with Alliant Tech Systems and **CAPT John Parrish**, now with Lockheed Martin continue their world travels marketing commercial versions of undersea surveillance. **John and Susie Parrish** are the proud grandparents of a new grandson, **Thor Parrish** of Norfolk, Nebraska. **"Trey" Cooley** retired on 3 January 1997 after 33 years of Federal Service; the majority of his career with STIC/NISC/NTIC/ONI. **CAPT Henry Cox**, USN (Ret) is Senior VP with ORINCON CORP. Dr. Cox was the Project Manager of then PME-124, at a time of the greatest effort to modernize the System with equipment upgrades, the development of SURTASS, early planning for FDS and the building of USNS ZEUS. **OTC Russ Cruse** and his wife Sheilla are in Nevada, Iowa. Russ continues to follow his passion of bowling and since 1992 has owned and operated his own bowling center: Triangle Lanes in Colfax, Iowa. **CDR John Curtis** retired in 1992 and is Virginia Beach where he is the real estate property manager and part time faculty at St. Leo College. **LCDR Jim Donovan** having locked the door and turned out the lights at NAVFAC Keflavik has returned to Norfolk for a tour at CINCLANTFLT. **Frank Dorsch** continues his efforts in writing the history of the System. I promised **John Emory** I would publish his e-mail address: emory@whidbey.net. **Jerry Fogle** is getting ready to move to Tenn. One place he looked was Toad Suck, Ky. Glad you didn't pick there Jerry. His wife Maureen continues teaching ballet and dancing for the Virginia Ballet. Son Lance has his own pizza business in Norfolk and son Corey is a freshman at Arkansas State where he is attending on a football scholarship as a punter. My thanks to Jerry as he took MoJo, my son's iguana; all 2 feet of him. **Robert Godin, Jr** and his Karen are retired in Milton, Florida. Their daughter, Robin, is a teacher in Lexington, Ky after graduating from the University of Kentucky. Rick Greatting told us he was moving last summer but rumor has it he is still Nova Scotia; anyone want a house in Nova Scotia? **Ellman C. "EC" Grubb** is in Springdale, Arizona. Had a nice newsy letter from EC and will share with you in the next issue. **Larry Hammond** and his wife Joanne indicated earlier that they may move to West Virginia. I haven't heard so I assume Larry that you are still on the Outer Banks. His son Joe is manager of a Champs Sporting Goods store in Maryland. His daughter Debbie is on the Outer Banks where her husband, Allen Scarborough, is a Dare County Deputy Sheriff. Heard from **OTCM Frank Harwood** in December. He is in Milton, Florida where he is an Instructional Systems Specialist at NETPDTC. Thanks to **Ed Haven** for keeping us up to date on the COSL annual camping trip to Cheatham Annex. Maybe some more of

us will make it next year. **Don and Nancy Hobson** are in Lewisville, N.C. where they are gentleman/lady farmers. Don is working on a log cabin which has become the gathering place for the locals and passerbys. **Julie Hudson**, former OTA1, is in San Diego where she is a computer specialist at NRaD supporting the IUSS effort. Former **OTAC Brad Jeffers** is in Stafford, VA and is employed by Lockheed Martin. **Jerry Juliana** has moved to Charleston, S.C. from New Mexico; that should be quite a change in landscape. **Kathy Harger** has moved to a new position. She is now with the Potomac Institute for Policy Studies in Arlington, Virginia. **Buddy and Sue Kreibel** are in Virginia Beach. Buddy was recently promoted to LCDR. I am getting old, it seems like only yesterday Buddy and Sue were on the Watch floor at Brawdy. Sue has her own business called "Gifts of Time" in Virginia Beach. **Jim Lee** how are things in Wausau, Wisconsin? Let us hear from you. I know **Bill Hauver** is in Virginia Beach area as I ran into him at a UVA-Navy football game last year. Anyone know his address? **OTACS Bob Masciangioli** retired in 1990 and resides in Pensacola, Florida. His wife Roberta is a YNC and retires in April of this year. **LT Al Maultsby** is retired and lives in Southport, N.C. **CWO Larry Moore** lives in Melbourne, Florida where he is an engineer for Lockheed Martin working on the USNS OBSERVATION ISLAND (T-AGM-23). **RADM Pete Marshall**, CEC is still in Norfolk; how long before they bring you back to Washington Peter? Congratulations on the promotion! **Dan McMillin**, formerly of Bell Labs and his wife of 49 years, Gloria are in Greensboro, N.C. Dan was a pioneer in bringing the System into the computer age. From 1963 to 1993 he was a leader in Bell Labs efforts: ECDAPS, IAD Display and FDS-UWS transition to manufacture. Dan is now owner of InSync Solutions. He volunteers some of his time for Habitat for Humanity and is an amateur radio operator; call sign W4DGE. **OTAC Jeff Morehead** is stationed at JMF St. Mawgan **CAPT Gerry Nifontoff** continues as head of PD 18, ISR Directorate of the Space and Naval Warfare Command. Gerry is leading PD 18 through its move to San Diego later this year, but more importantly he is spearheading efforts to take the System into the 21st century. **Mark Otto**, what is happening in British Columbia? **Wilson Peters**, retired from AT&T and lives in Pfafftown, N.C. Wilson was on the sea end of the System. He worked both the Atlantic and Pacific sea installations. **Dick Rentner** sent me copies of "The Spouter" circa 1961-62, NAVFAC Nantucket's command newsletter. If you wish a copy let me know. **CAPT Jerry Russell's** Potomac River Brewing Co. continues to prosper and expand. **Billy Scott** and wife Donna reside in Virginia Beach where Billy is employed by Bell Atlantic Telephone. His son Derek is an STC(SS). **CAPT Leslie Skowronek** is

still Professor of Naval Science at Ohio State but should be moving on to another tour sometime this year? **George Smith** has submitted articles and a number of pictures for which I am truly grateful. **OTCS Dan Solberg**, is retired and residing in Jewell, Iowa. He is a foreman at a hydraulic shop and his wife, Bernice works at the local bank. They have toured over 75% of the USA and Canada from the seat of a bike. **OTAC Jack Spencer** is retired and resides in Charleston, S.C. Jack is working as a contractor supporting IUSS. **OTMCS William Stead** is retired and living in Virginia Beach. Continue to hear from **CAPT Bernie Storr, BFS** from the island of San Salvador. I know Bernie would like to hear from any of you ex-San Salites. **OTACS Bill Tilley** and wife Norah live in Virginia Beach. Bill works as a government consultant supporting IUSS. His son William IV works for the Dept of Justice in Petersburg, VA, Son Charles is a consultant in Virginia Beach supporting IUSS and his daughter Nora is married to an AOC stationed in Oceana. Their first grandchild, a boy, was born in 1994. Bill says he has been living with cancer since his retirement; sounds like he is holding his own. Our thoughts are with you Bill. **John Tuttle** is in Blacksburg, VA. **CWO4 Rick Ulp**, is retired and living in Jacksonville, Florida.

Anthony Walstrom, NAVFAC Centerville Beach ('66-'69) resides in Baxter, Iowa and has been employed by U.S. West Communications for the past 28 years. **Jim Wheeler** and his wife Debra are in Moyock, N.C. Jim is a Deputy Sheriff in Currituck County and currently working as a school resource officer. **OTCM Dave William**, retired from then COSL staff in 1986 and living in Virginia Beach. He is the parts manager for Norfolk Marine Co. If you are a boater you should contact Dave. His wife is a realtor with Womble Realty. **LT Laura Witkowski** is currently the Admin/Military Personnel Officer on CUS staff. Laura and her husband, a retired F-14 pilot, have their own business; The Chesapeake Candle Company. I've seen their work and it is very very good. **Bob VanAlstine**, **Nick VanHerpen** what is happening in your parts of the world? That's it for now. EKD

IN MEMORIUM

WILLIAM F. HAZELBAKER

Bill Hazelbaker passed away on 12 January 1997 in Virginia Beach, Virginia. Bill served on the staff of Commander Undersea Surveillance from the mid-1960's until his death. This service coupled with his military career as a Chief Petty Officer spanned over half a century of service dedicated to his country.

At the time of his death Bill was employed at the IUSS Operations Support Center , Little Creek Amphibious Base. A native of Boston, Bill was a U.S. Navy veteran of World War II and Korea. He served in the China, Burma and India Theater during World War II. He was a member on the Radioman Assn. and S.A.C.O.

Bill is survived by his wife Shirley S. Hazelbaker; two daughters, Diane Wilson and Doreen Hall of Virginia Beach; two stepdaughters, Sharon Mentus of Virginia Beach, Dawn Leland of Iowa; and two sons, Thomas Hazelbaker of Virginia Beach and Gerald Hazelbaker of Broadway, Virginia; a sister, Marie Gonz of Norfolk; eight grandchildren and a niece, Eva Kline of Norfolk. Bill was buried in Arlington National Cemetery on 21 January 1997. In lieu of flowers the family asked that memorial donations be made to the Children's Hospital of The King's Daughters in Norfolk.

Our Community has lost a true professional and a good friend, Bill will be sorely missed.

RAYMOND M. McMILLAN

Raymond M. McMillan, 66, died 19 September 1996 at Alamance Regional Medical Center in Burlington, North Carolina.

"Ray Mc", as he was known by all his friends, made his home in Burlington and retired from AT&T, Guilford Center, Greensboro in December of 1989 with over thirty five years of service in the SOSUS Program..

Ray Mc joined Western Electric Company on 12 September 1955 as a Field Engineer. He was promoted to Department Chief with the SOSUS Program in 1972. He was an instrumental contributor to the successful sea operations with the SOSUS Program. It was through Ray Mc's leadership and guidance along with the AT&T "team effort", that enabled the SOSUS Program to conduct safe and successful operations at sea. His engineering expertise joined with the AT&T Cable Management Department team, contributed to the design, tailoring and system assembly of cable systems through Simplex Wire and Cable Company production lines that gave the U. S. Navy surveillance excellence.

Ray Mc is survived by his mother, his wife Barbara, a son Russell, two stepdaughters and three grandchildren.