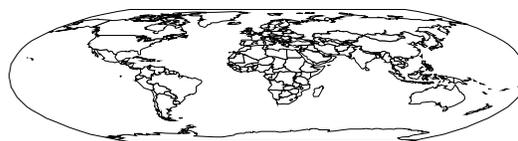


# The Cable

Official Newsletter of the IUSS CAESAR Alumni Association

## IUSS / CAESAR



## Alumni Association

Volume 12 Number 1

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### DIRECTOR'S CORNER

*Jim Donovan*

Greetings all, I trust this 2010 edition of *The Cable* finds you and yours in good health, financial stability and at peace during the holiday season. It has been one year since publication of the last edition of our newsletter and much has transpired within my own life and within the IUSS CAESAR Alumni Association.

On the personal side I completed a Public Administration Graduate program in June and immediately went to work as a volunteer for my local, Virginia 2nd District Congressman as Chairman of his Veteran's group. This kept me busy throughout the 2 November mid-term elections. I learned a great deal about politics - specifically, the fact that I do not want to run for office anytime soon! In April my wife, CAPT Kathy Donovan, USN, returned from her deployment to Pakistan where she served as Chief of Staff to the Admiral at the U.S. Embassy in Islamabad. Kathy plans to retire from the Navy next Summer.

Within our IUSSCAA organization several changes and enhancements are worthy of mention. On a positive note, those who have been faithful in paying dues have allowed us to continue to maintain our association website, publish annual newsletters and maintain complicated data bases for our files. Because of the overwhelming support of the majority of our members to accept email delivery of our periodicals and member listings we were able to lower the cost of dues. Effective 1 July 2010 membership in the IUSSCAA (including renewals) was lowered to \$10 per 2 year membership.

Speaking of finances, over the years the IUSSCAA has built up a surplus of funds, some of which is set aside for the 60th anniversary/reunion. Several members submitted

recommendations for what to do with that money and in September we mailed a commemorative IUSSCAA 3-inch embroidered patch and 4-inch decal to every paid up member of the association. A huge thank you to member Hal Cook for processing and mailing more than 650 patches and decals. I trust you will enjoy your mementos as much as I have. Next year we plan to provide IUSSCAA lapel pins with the same logo to all active members.

The IUSS 55th anniversary and reunion was a resounding success and many are asking about a 60th reunion. The short answer is "yes, there will be a 60th IUSS reunion in September, 2014." Day and venue have yet to be decided. In my opinion it will have to be completely coordinated by IUSSCAA members. I'm happy to take the lead but, over the past 15 years (3 reunions) it has become increasingly difficult to depend upon or expect the active duty force to carry much of the water. Be thinking about the 60th, where it should be held and what you might do to assist. If it's left to me it'll be at the Norfolk, VA Waterside Marriott during the third week of September 2014.

Finally, thanks to everyone who provided articles and stories for this edition of *The Cable*. We received inputs from Dr. Dave Winkler, Naval Historical Society, Mike Hein, Chuck Gagnon, George Widenor, Ed Smock, John Cassidy, Bill Manthorpe, Irv DeMatties, Mike Moseler, Peter Stroux, Nick Vanherpen, John Reid, Lou Haskins and Bob Peterson. I trust you will find the newsletter excellent in every respect.

Kathy joins me in wishing you all a safe and happy holiday season and wonderful new year in 2011. If your travels bring you to the Virginia Beach area we'd love to hear from you.

*All the best, Jim*

#### *In this Issue*

Delaware Commemorates US Navy at Cape Henlopen .....	p. 2
Have You Been There? by George Widenor .....	p. 3
My Path To Ocean Systems Technician by Mike Hein.....	p. 4
"Rendezvous with Yesterday" -- NAVFAC Barbados Reunion.....	p. 5
Rear Admiral Herbert .....	p. 5
Tracking 'Ivan' During the Cold War, by David F. Winkler.....	p. 6
Short Quips from Members.....	p. 7
A Legend Walks Among Us, by Chuck Gagnon.....	p. 9
"Our Book" Excerpts, by Ed Smock.....	p. 10
Reflections on Argentia, Newfoundland, 1969-71, by Bob Peterson.....	p. 11
Looking Back on My IUSS Career, by John Cassidy.....	p. 13
My Welcome at NavFac Nantucket, by Lou Haskins.....	p. 14
People News.....	p. 15
In Memoriam.....	p. 17

# *Delaware Commemorates US Navy at Cape Henlopen*



From left to right: CDR Ed Dalrymple, USN (Ret); Mr. Jim Moses, Naval Historical Society; CAPT Kathy Donovan, USN; CAPT William Manthorpe, USN (Ret); CAPT Jim Donovan, USN (Ret)

On Saturday, 21 August 2010, the Delaware State Division of Parks and Recreation unveiled a wayside sign in front of the Biden Environmental Conference Center commemorating the “U.S. Navy at Cape Henlopen: A Century of Service at the Cape.”

This sign marks and lists the principal U.S. Navy installations that have been on Cape Henlopen from 1898 to 1996.

Among those installations were:

- From 1898 to 1938: A Naval Signal / Wireless / Radio / Direction-Finding / Radio Station
- In World War I: A Naval “Section” Base for patrol craft, minesweepers, subchasers and support facilities.

- In World War II: A Harbor Entrance Control Post controlling magnetic loops, sonobuoys, and submarine nets.
- From 1962 to 1968: A radio transmission station with tropospheric-scatter antenna system supporting the National Emergency Command Post Afloat (NECPA).
- From 1962 to 1981: A Naval Facility (NavFac Lewes) of the Underwater Sound Surveillance System (SOSUS).
- From 1981 to 1996: A Naval Reserve Center supporting eight units including a base and training area for Mobile Inshore Undersea Warfare (MIUW) Detachment 205.

Following the unveiling, Captain William Manthorpe, USN (Ret) gave an overview presentation illustrating and describing the various installations.

## *Have You Been There?*

by George Widenor

Although it is nearly 7:00AM, the skies are still purple/dark. The short walk from the BEQ to the T-Building seems longer because of the heavy drizzle. How many days has it been since the sun has appeared? You ring the bell at the gate, and it seems to take forever for the plotter to come out with the key to open the padlock and chain that would someday be replaced by a button cipher lock. Once inside, your senses are awakened by the familiar blend of fresh coffee and ozone. Your supervisor points you toward your assigned array, where the mid watch reader is busy trying to account for each and every line prior to being relieved. It doesn't matter anymore! The commercial fishing fleet that left port a few hours ago, is just clearing the continental shelf. It will be many hours before all of this is straightened out. Abrupt starts and stops, 2-cycle diesels, 4-cycle diesels, trolling winch motors, is this an I/C or an R/C? The mid watch OWO has been diligently working with a great circle chart for several hours trying to calculate the arrival time of the planned Mercury re-entry. Going to be a busy day for the MILS equipment. Will this be the day that we finally see the real thing? Probably not. The two year tour is almost at an end, and we haven't seen a confirmed bad guy yet.

### **Pacific Beach (station Yoke) 1962**

It is very warm and humid. The slight island breeze doesn't seem to help very much. The walk along the road from Admin to the T-Building is short, but long enough to work up a sweat. The soil along the pavement is really more sand than dirt and you notice a land crab that didn't quite escape the midnight ride of the OOD's jeep. No big loss, there are thousands more where that one came from. The BEQ windows are covered with aluminum louvers – wonder who thought that was a good idea. Looks more like a cell block! You step over the fire hose that leads into the BEQ entrance. No cause for alarm – the fire hose pumping brackish water into the BEQ means that today flushing will be allowed. Did you hear that the JOOD will be logging out shower handles this evening? An occasional loud voice/laughter breaks up the routine click-click coming from the ping pong table in the dayroom. It is very warm today. Once inside the display room door, you push past the green drapes that are hanging to prevent uncleared personnel from peering into the display room from the passageway. The room is crowded – much more so than normal. There is a noticeable level of excitement. You push past the three-deep crowd to see for yourself. Two lines – good strength. A bow pattern a few minutes ago. Eye integration confirms that the lines were there even before you left for Admin. The Flash is about to be released. There are others coming in as well. Forget the slotted window and bell between ops and comm. Running back and forth seems faster. Initial cross-fixes put this guy a long way out. The MEC confirms our initial suspicions.

This is indeed the real thing - lighting up the system and stirring the passions of watch standers in many faraway places. Third tour! Fifty-six months! Finally the real thing! The galley sent some food down a few hours ago. You hadn't noticed. Lots of folks missed the noon meal at the galley today. This thing is like the energizer bunny. Will it still be here tomorrow? How long will I wait to see another? You remember to fill the 5-gallon water jug before you head home so the family has good drinking & cooking water – what a pain! Normally a short line at the hose bib in front of public works, but today is eerily abnormal; you can pull right up. Today has changed everything, and life as an ST/OT will never again be the same.

### **Eleuthera (station Mike) in December 1965**

It is very dark, and very cold. The key heated by a cigarette lighter helped to get the truck door unlocked. With the engine warming up, time to scrape the windshield. No snow yet - it has been too cold for that, but there is a front coming in, and when it warms up to around 30 degrees, flurries will begin to fly. The seat is cold, but the coffee you brought is still warm (sort of). Studded tires crunching on the frozen snow melt; the studs are clicking and digging in as you head out, passing the exchange on the right and heading out along the runway toward the lava beds. Day watch? Mid watch? Can't tell, the scene is always the same. Dark! A few flurries are flying in the headlights - more now than a few minutes ago. Supposed to get several inches later on. Going home in eight hours could be problematic. Off in the distance, the glow of compound lights is coming into view. The left turn takes you directly toward your destination. Flurries have covered the parking lot already - it must have been snowing out here for a half hour or more. Passing through between the admin and operation spaces, you notice that there are a few extra jarheads and a couple of military issue sleeping bags in the corner. Not a good sign! The passageway seems a little dim as you make the right turn and head for the display room. You open the door and head in. There is a flurry of activity in the far right corner, with some folks leaning over the (lighted) plotting table. Someone runs toward com and busts through the door. You start your tour of the beams, and your pulse quickens. Have they seen this one yet? Must have, because you notice that vernier coverage was initiated a few minutes ago. Someone yells out to take a look at beam seven. Wow! Instantly you know why you are here. You know why you are an OT. The level of excitement is high. But this is not a special day. This is a normal day. It may be sunny outside, or pitch dark. It doesn't matter! In the general scheme of things, you know that you are where you belong.

### **Keflavik 1976-79**

# *My Path To Ocean Systems Technician*

by Mike Hein

In 1970, the Sound Surveillance System (SOSUS) had been in existence in various forms for 20 years as noted on the HISTORY page of the IUSSCAA website ([www.iusscaa.org](http://www.iusscaa.org)). Up until then, SOSUS operations had been conducted primarily by Navy personnel with ratings of Sonarman/Sonar Technician (SO/ST) and Electronics Technician (ET). In March 1970, the Ocean Systems Technician (OT) rating was established by BUPERS Notice 1440. In August, 856 STs and 46 ETs were selected for conversion to the OT rating, effective 1 Sep 1970, as announced by another BUPERS Notice 1440: "Selection to the Ocean Systems Technician Rating." Both Notices may be viewed on the ARTICLES page of the Association website. Some of the names listed (Ken Stubblefield, Dan Solberg, Ron Hightower, Al Wyman) are familiar to me from having worked with them at later duty stations. Many of you will recognize other names on the lists from having served with them in the past.

In the Fall of 1970 I graduated from Iowa State University with a BS degree in Botany. The Vietnam War was still going on and - with a little motivation from the Draft - I decided to enlist in the Navy since being on a ship sounded safer than tromping around in the jungles of Vietnam. I remember talking to the Navy Recruiter in my hometown of Decorah, Iowa. When he asked me what rating I would like to go into, I explained that I had just gotten a degree in Botany with an emphasis on water quality studies and aquatic biology. He got this strange look on his face and said he just recently saw something about a new rating for oceanography related work. After a little searching he found the "Cover Story" page and showed it to me. It sounded similar to what I was trained for so - why not ... (Reflecting back on it - I wonder if recruiters only knew the cover story or had a "need to know" and actually knew what we would be doing??? Any of you a recruiter back then and know the answer?)

Thus, I reported for active duty/boot camp in Feb. 1971 and was sent to Recruit Training Command San Diego (which I have to admit was better than being sent to RTC Great Lakes in February)! Somehow I survived boot camp and in the last week my Company Commander read the list of our names, next duty stations, and what our ratings would be. I was the only OT in our company and I remember the strange look on his face when he read "Ocean Systems Technician." I wonder if he had a "need-to-know" or just thought it curious I was going to be in that "new rating"??? (Editor's note: Navy Recruiters and RTC Company Commanders had no need-to-know.)

On to NTC Great Lakes for Basic Electronics and Electricity school in May. We learned all about volts, amps, ohms, resistance, how not to hold onto live wires, etc. (Most of

which was a refresher from high school physics classes.) We even got to make light bulbs light up and buzzers sound with batteries, wires, etc.



**Key West Barracks**

I succeeded in not electrocuting myself so they sent me on to the Green Doors in Key West in July. I remember the strange look on the students' faces as our instructor told us what we would really be doing as OTs - he obviously had the "need-to-know". During my three months there, I learned a lot about this, that, and the other things. The best thing I remember about class was that there was never any homework!

So, I had a lot of time to check out the sights and sounds of the Conch Republic including Truman Annex, Hemingway house, Peggy Mills Garden, Mallory Square at sunset, etc. Eventually I got into snorkeling with some of my classmates and thought it was fantastic (remember - I was from Iowa) seeing all the marine fish, coral, sponges, etc. Of course there was that day when Dave Wilmot and I saw a broken off piece of red sponge lying on the bottom, picked it up to look at it, and dropped it again after a while. An hour later our hands were on fire; a day later they were swollen up so badly we couldn't close them or hang onto a mop, and a week later a thick layer of skin peeled off our palms!

At the end of the OT course, Dave had the highest class score and thus first choice of duty stations. He chose NAVFAC Guam. I was second and opted for NAVFAC Point Sur, California. I had really gotten into snorkeling and heard that Guam was fantastic for it and scuba diving so I had been thinking of choosing it. However, after spending two years in Big Sur, I'm glad I came in second!

As many of you know, during later years the location of training courses changed along with the type and content of classes as The System evolved. However, now you know my story and I look forward to reading about yours in future editions!

## ***"Rendezvous with Yesterday"***

### **NAVFAC Barbados Reunion**

**by Mike Noonan and David Kasse**

As members of the proud US Naval Facility (NAVFAC) Barbados, our collective efforts and very existence significantly contributed to naval and world history. Once again, we will have an opportunity to add to that history. This will become a reality through the first NAVFAC Barbados Reunion scheduled for next year, 2 - 8 June 2011!

Our planning committee has chosen the Barbados Beach Club (BBC) hotel as it is not only a very attractive hotel on the South West Coast of Barbados, but at an excellent rate of only \$75.00 USC per day / per room, for any style room they offer! Additionally, if you choose to stay an extra week, the rate only increases to \$100.00 per day. Please make reservations directly with our hotel contact, Maxine Ware, at the email address or numbers listed below and NOT FROM THE HOTEL WEBSITE. In order to get the \$75 rate, please ensure you mention David Kasse's name and/or the NAVFAC Reunion.

Tel: (246) 428-9900 Fax: (246) 428-8905

Email: [reservations@barbadosbeachclub.com](mailto:reservations@barbadosbeachclub.com) (Attn: Maxine Ware)

We are making a conscious effort to keep reunion event costs down to a minimum, yet still have a very memorable reunion. The final cost will be influenced by the amount of support from prospective sponsors.

NOTE: IF ANY OF OUR SHIPMATES WOULD LIKE TO BE A PARTIAL SPONSOR FOR ANY OF THE EVENTS, PLEASE CONTACT OUR CHAIRMAN AT [DCSKINSFAN2@AOL.COM](mailto:DCSKINSFAN2@AOL.COM).

Our main sponsors will probably come from companies in Barbados and, due to their end of year budgeting concerns, they are unable to make their final commitments to us until late December or early January. At that time we will post the final individual cost of the reunion.

The committee has set the preliminary schedule to ensure participants have plenty of free time to enjoy the beaches, duty-free shopping, and visit Bajan friends and local attractions. The prospective reunion schedule is posted on the Facebook Reunion site as well as the Barbados Blog. See links below.

The following links are provided for information and convenience:

My Barbados Blog -

<http://barbadostravel.squarespace.com/lets-talk-about-barbados/post/135790>

NAVFAC Barbados Facebook Page

<http://www.facebook.com/group.php?gid=310630185646&ref=ts>

NAVFAC Barbados Reunion Facebook Page

<http://www.facebook.com/event.php?eid=109845492>

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## **Congratulations Admiral Herbert!**



Rear Admiral (Lower Half) Gretchen (Specht) Herbert was promoted in a Pentagon ceremony on 3 September, 2010. RDML Herbert served three tours within the IUSS: NAVFAC Bermuda; Commander, Oceanographic System Atlantic (COSL); and Naval Ocean Processing Facility, Dam Neck.

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# Tracking 'Ivan' During the Cold War

By DAVID F. WINKLER

Enlisting in the Navy in July 1973, a young James Donovan was enticed by a recruiter who sold him on the ocean systems technician (analyst) rating. Promised no sea duty and paradise-like duty stations along tropical beaches in locations such as Bermuda and Hawaii, Donovan also had been given the impression he was going to perform oceanography for the advancement of science. Instead, he recalled being taken behind locked doors at a facility at Key West, Fla., to learn that his new calling in life was to locate Soviet submarines.

More than three decades later, Donovan retired at the rank of captain. As his career progressed, he gradually became a bigger cog in the U.S. Navy's Integrated Undersea Surveillance System. Late in his career, he served as the commander of the Naval Ocean Processing Facility at Dam Neck, Va.

U.S. Navy submarines, as portrayed in "The Hunt for Red October," were the front line in the undersea hunt for "Ivan." But they had a supporting cast that included Donovan and thousands of other men and women who dedicated much of their careers to this endeavor.

At a recent Naval Submarine League/Naval Historical Foundation seminar held at the U.S. Navy Memorial, a panel that included Donovan discussed "Ocean Surveillance During the Cold War: Sensing, Fusion, Exploitation."

What made this annual submarine history seminar unique was that Donovan and his two fellow presenters were from backgrounds other than the submarine force. Retired Rear Adm. Thomas Brooks, former director of naval intelligence, addressed the challenge the Soviets presented as they began to forward naval forces in the 1960s. Of special concern were submarines capable of launching nuclear-tipped missiles against American cities and strategic sites.

As the Soviets' Hotel-, Yankee- and then Delta-class submarines deployed to sea, the need to detect the subs, process collected data and disseminate reports to commanders accelerated.

As Brooks described it, an attempt was made to counter the threat by fusion of information from multiple sensors to keep track of Soviet naval forces. It quickly became apparent that U.S. Navy flagships of that time period did not have the capacity to assimilate the data.

To support the Sixth Fleet, the Navy established Fleet Oceanographic Surveillance Intelligence Facility, Rota, Spain, in the late 1960s. The Navy later established four other facilities/centers to support other fleet commanders

and these five nodes fed the National Oceanographic Surveillance Intelligence Center in Suitland, Md.

The remarkable aspect of the system was its decentralized nature. Its focus was to keep fleet commanders informed with real-time data. Brooks addressed the various sensors that fed data into the system, ranging from undersea listening arrays, communication and electronic interception capabilities from ashore, seaborne, airborne and space assets to American and allied submarines that trailed their Soviet counterparts.

Donovan discussed his role in monitoring the Sound Surveillance System recorders that captured undersea sounds on paper. Of particular interest were displays of some of these etchings that Donovan interpreted for the audience.

As the Soviets worked to quiet their submarines, the U.S. Navy strove to keep the oceans transparent. Eventually, the Navy deployed a Surveillance Towed Array Sensor System from a small fleet of Military Sealift Command manned vessels.

Retired Rear Adm. Eric McVadon offered an over-the-surface perspective of this mission as a former P-3 Orion commander. Using his personal experience as background, McVadon discussed how U.S. Navy antisubmarine warfare aircraft and submarines worked together to trail Soviet forces.

One example focused on the deployment of Soviet Echo II subs to Southeast Asia in the wake of the U.S. mining of Haiphong Harbor in May 1972. McVadon offered technical overviews of the effectiveness of the equipment the U.S. Navy deployed to track the subs, such as the Magnetic Anomaly Detection array that was built into the tail of the P-3.

In summary, Brooks argued that the system worked and served the nation well. With the current need to track merchant shipping to detect potential terrorist threats, the individuals who once dedicated their careers to finding Soviet submarines can offer valuable assistance as the nation enhances its maritime domain awareness. ■

*Dr. David F. Winkler is a historian with the Naval Historical Foundation.*

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# Short Quips from Members

## Remembering it all with a Smile

- by *Anonymous*

**Argentina:** snow, lakes filled with hungry trout, dead whales on the beach, roaches in the BOQ, struggling to qualify, seal flippers for sale on the street corner in St. John's

**COSP:** paddling outrigger canoes, small boats, John Parrish, midwatches, the ferry, sunshine, lost loves, the ocean, briefing Commodores

**Adak:** snow, tundra, eagles, Mt. Moffett, Electric Avenue, Gary Peterson, lots of submarines, and the best job ever

**COSL:** MECWOs, stress, briefings, more stress, SURTASS, more lost loves

**Whidbey:** new command, new friends, new enemy, new love, new everything

**Guam:** hot, humid, extreme stress, boonie pigs, hard work, beaches, typhoons (the storm kind), decommissioning, never able to get it right

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## Finally Getting Some Time At Sea

- by *Nick VanHerpen*

After 30 years in the Navy and having spent only one three-year tour on a destroyer, since retiring from active duty I've spent considerable time pleasure-cruising, finally getting in the sea time and travels I had expected when I initially joined the Navy. Regina and I recently went on a two-month trip that included three cruise ships. Starting in early May 2010 from New York City we went to the Azores, Spain, Portugal, France, England, Denmark, Germany, Estonia, Russia, Finland, and Sweden, and ended back in NYC at the beginning of July.

Some of our trip highlights included: seeing whales and dolphins in mid-ocean; the D-Day beaches in Normandy; Monet's house and gardens; six days in England – we crossed into mid-Wales but did not get to Pembrokeshire on this trip; spending the day in Warnemuende, Germany with eleven of Regina's family members and friends, including her brother and family and several of her grade-school playmates -- we were fortunate to be able to bring all of them onboard for lunch and a tour of our ship; surprise at seeing USS

*Simpson* (FFG-56) in the port of Tallinn, Estonia; and seeing three Russian submarines in St. Petersburg -- two of which were KILOs being exported to Vietnam.



**Kilo Class Submarines in St. Petersburg, Russia**

Our return leg, from Southampton to NYC, was onboard the maiden voyage of the *Norwegian Epic*. Throughout our trip seas were always very calm -- no one got seasick.

We are looking forward to our next cruise, in March 2011, which will include going through the Panama Canal and spending a week in Ferndale, California visiting friends.

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## Revisiting Lewes, DE

- by *Irv "Dee" DeMatties*

After looking over several items on the IUSSCAA Message Board, I decided to take a look at various photos of the NavFacs on the website. I came across one of NavFac Lewes, DE - showing the TE building in a pretty decrepit and crumbling state. From 26-30 Aug 2010, Linda and I and our three daughters (with spouses) were at Ocean City, MD for a mini-vacation. I thought it would be a good idea, on the way home to upstate NY, to take the family back to Lewes, to visit the town, see where we lived (on the canal waterfront) - and, of course, to get a glimpse of the NavFac where I was stationed in 1972.

What a shock!! Lewes is now a full-fledged "tourist" town and has grown so much on the outskirts that we didn't even recognize it, although much of the

downtown area remains pretty much the same. It is on its way to becoming another "Ocean City". As for the former NavFac - sad to say, the picture I viewed on the IUSS website pretty much depicted the truth –  
- a TE building in pretty sad shape, overlooking the ocean at Cape Henlopen. I believe I was able to distinguish one of the old underground bunkers, which served as the enlisted club at the time I was there. Also, the barracks and Admin building appeared in pretty good condition (the chain link fence still surrounds most of the area) - but is now some sort of environmental facility, with most of the surrounding land & beaches comprising a Delaware State Park..

I will try to post some of the pictures we took on the IUSS website. It was pretty sad to see the facility in that sort of condition - kind of makes you yearn for the "good old days" - long ago!!

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### **My Time with the Organization: Shipboard Perspective**

*- by Peter Stroux*

As CO of USS NEPTUNE (ARC 2) 1965-67 I can remember that the best days to lay or repair cable, conduct acoustic surveys or do hydrographic work was in the worst possible weather or so my masters thought for security reasons. Typical examples--in 1966 laying the shore ends for the AT 2 at Havn, Iceland in gale-force weather was not exactly a walk in the park especially since Havn harbor seemed about as wide as a banana peel especially in the wee small hours.

I smoked (at that time) or half-smoked four packs of cigarettes in 24 hours, and at least two for every foot of that five miles of 21-quad, twice, not to mention the gallons of coffee consumed. Another happy 36 hours was off the coast of Labrador while doing acoustic surveys and landing and supporting a Navigation (Decca I think) station in a 60 knot Nor'easter. Finally got relieved by a Coast Guard Ice Breaker---ATKA, I think --- oh happy morning.

In '67, in the Philippine Sea on the edge of a typhoon, lost the load on both main generators. Fortunately regained power about an inch before the storm got to us and we hauled a\_\_ off to Yokosuka for a happy ending. Ah, those were the days.....

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### **Ship Reunions**

*- by Mike Moseler*

Some of you are aware that I served aboard the oiler, USS NANTAHALA (AO-60) "NAN" in 1966 & 1967. During that time we operated in the Norwegian Sea in support of USS AEOLUS (ARC-3), a cable layer that was laying the 51 complex for NAVFAC Keflavik. Our task was to try to draw the Soviet AGIs (intelligence collectors) away from AEOLUS so they could do their work.

Little did I know at that time that I would later serve at NAVFAC Keflavik as OPS LCPO, Command Senior Chief, and Command Master Chief during my second tour there. I met a number of great shipmates on the NAN and at NAVFAC KEF.

Barb and I attended the NAN Reunion in Chicago in late-August 2010. It was great seeing some of my old shipmates and others from the NAN. She was commissioned in 1943 and we still have several "Plank owners" who attend our reunions. Next year's will be in Warwick, RI, and then in 2012 we will head for Rapid City, SD. We will go in our motor home in 2012 and hope to see some of our IUSS shipmates as well during that trip. Until then, take care and stay healthy.

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### **"What Will We Tell Our Children?"**

*- by John Reid*

I have been retired almost 20 years and spent the last 5 years on Active Duty as the CSO of the Naval Underwater Systems Center in Newport RI. It was a great job and a super opportunity for an IUSS officer to get a prime job in the submarine community.

I was Green Door class of 66 and spent 20 years with COSL/COSP. Due to conflicts I have not been able to attend recent reunions. It would be great to see what became of all the various facilities. I wonder about Grand Turk for instance. When I was there in 66-67 there was basically nothing there except the NavFac and the AF Eastern Test Range Folks. I see cruise ships go there now.

My last IUSS tour was CO Centerville. It was in pristine shape with millions of \$ in recent upgrades to almost everything when the closure was announced. I attended the ceremony and cried to think a life's work had ended. The decommissioning CO in his speech asked "What will we tell our children?"

**"Tell them we won the damn war!"**

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# *A Legend Walks Among Us*

by Chuck Gagnon



**STCM Ed Smock  
1968**

If you are a recipient of this newsletter, somewhere, somehow you know my friend Ed Smock. I still have the pleasure of seeing Ed nearly each workday at NOPF Dam Neck and it's an honor to work alongside him after all these years. I was first introduced to Master Chief Smock in 1971 when I was a scruffy reader on Easy II. I was still so wet behind the ears that when I saw Ed walking the beams in my direction I couldn't remember stars and ranks for CPO's and broke into a sweat worrying about addressing him correctly. I figured that out and asked him about a tough target I was analyzing. "Master Chief, what do you think this contact is?" He looked at me, gave a wee smile as he stood there ramrod straight, slid the scale up and down a few times and said, "That's your job, I'll come back and you can tell me what it is." He just smiled and walked away. It was the first time I witnessed how great he is with people and I still learn people skills from him today.

It's a rare day that Ed and I don't spend several minutes on the grams together figuring out a target, a phenomenon, a software or hardware issue, or just comparing notes on what we see. There are several ways to navigate the new gram system (ICP) to find the temporal and spectral resolution you desire, to optimize the display. Ed's gram navigation goes clockwise whereas mine goes counter-clockwise and we laugh while thinking that our own way is better!

When I joined this organization Ed already had 16 years looking at grams, having started in 1954. He's been part of the many equipment improvements and transitions that the system has gone through. Although he's getting long in the tooth, he remains as keen as any other analyst, is sharp and eager to learn, and he keeps an open mind. He's methodical and you can still watch him go through the steps of analysis as he engages a gram. I wouldn't want to be a

## **Cheatham Annex**



**Ed Smock - 2001**

submarine and try to get past Ed. He's a hunter and he's going to get you.

Once you know him, it becomes apparent that his IUSS family is as important to him as the one on his home front. He has always been there for us. Whether it is camping at Cheatham Annex, being on an inspection team, being the night manager at the Bermadoo Club, testing software, CMC, or coaching a reader, Ed has been there for the system. He has advised everyone from seaman to admiral, from programmer to program manager, and probably every Commodore since the 60's. He has served on both coasts with distinction.

Just look at what Ed did for us in creating Our Book. With that action he pulled together the story of our system, the story of us. Once you read Our Book you recognize his direct contribution to our many successes. Ed was there from the start. He probably painted the green doors! Ed is likely the guy that said the people are the system. He still lives by that concept and I witness it every day. Many topics on the IUSS Caesar Alumni message page have a positive or humorous contribution from Ed. He's like the system's first responder!

On occasion I get to work at NOPF Dam Neck before Ed does. On those days, I watch him enter the QA space and it is always with a smile. He gives a small hand wave and a greeting to everyone. He's eager to get right on the grams with a "what's been happening" attitude. If he's wearing his red sweater, watch out. He's trying to find something of interest and all the operators best be aware of that challenge.

In many ways Ed is the system, its heart and spirit. We are very fortunate to have had him working with us for these many years. We have a legend walking among us.

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# ***“OUR BOOK” Excerpts***

by Ed Smock

## **1956 - Man Overboard Drill – “NavFac”**

### **Shelburne**

One day we were conducting an exercise with a Canadian NavSurf when, during a break in the exercise the ship requested (voice comm.) permission to break away and conduct a man overboard drill. Of course, Mr. Jones (LT Fred A. Jones RCN Ops) granted permission. Unknown to the ship, we were holding her and observed her increase in speed, hard turn, and abrupt stop. Thirty-eight (38) minutes later we saw her motor whale boat start up to proceed to the “dummy-man”. When the drill was over, the ship requested permission to resume operations. Mr. Jones replied “Permission granted; request reason for 38 minutes to launch motor whale boat. Assume man is now a casualty...” Reply: “Will relay to CO – wait - out...”

(Ed Smock SOSN/SO2, Joint RCN/USN Oceanographic Research Station Shelburne, Nova Scotia)

## **1957-60 - VP Jez Development**

While stationed aboard the USS Weatherford (EPC 618) , 1957-60, we would "tow" a non-flying sea plane (with early VP Jezebel equipment onboard) to sea, place the "Maypole" and sonar buoys in their pattern, and then steam away and around the buoys for sea plane VP Jez detection/development (we became the target). Then we would come back, sink the buoys with an M1 rifle, and then tow the sea plane back to Key West. We did this numerous times while VP Jez was being developed. (This saved air-time and VP platform.) USS Weatherford had two Fairbanks-Morse 38D8 1/8 diesel engines (FM-10s) and two 3-bladed props.

(Ed Smock SO2/SO1, USS Weatherford)

## **1957-60 - USS Weatherford (EPC 618) - Early SOSUS target**

Because of the Weatherford's propulsion, we were often "Flashed" as we transited between the North Atlantic and the Tongue of the Ocean. The NavFacs seemed to have a "Flash" - thing for us. Steve Davis SO2/SO1 (a future COSL OpsO and CO of NavFac Barbados) and I were the only "cleared" need-to-know members of the ship's crew (both having come from Shelburne) and spent some time in the CO's cabin explaining why he was always being asked to "identify nationality and intent", and "make engineering evolution changes enroute" - when he was so far out at sea. (Ed Smock SO2/SO1, USS Weatherford)

## **1957-60 – Sonarman (SO) ratings replaced at end of their current NavFac tours.**

It was in late 1957 that the Navy decided to return the Sonarmen to their normal sea-going billets and that the NavFacs would be manned by Ship Servicemen, Cooks, Storekeepers, and Boatswain Mates for their shore-duty tours. This is how Steve Davis and I found ourselves transferred to the USS Weatherford (together, upon completion of our tour at Shelburne).

This proved to be a poor decision and the Navy soon realized that they needed to return Sonarmen to NavFacs and try to establish continuity and longevity required for system proficiency (i.e., job code). Steve Davis and I were approached (closed-door session) by a Navy Commander who had been sent to the ship by CDR Joe Kelly, USN and LT Fred Jones, RCN to see if we would be interested in returning to a NavFac upon completion of our sea tour. We both agreed, and soon found ourselves at NavFac San Salvador for a one-year unaccompanied tour (thank you very much, Joe and Fred - Ha-Ha).

(Ed Smock SO2/SO1, USS Weatherford)

## *Reflections on U.S. Naval Facility, Argentina, Newfoundland, 1969-71*

by Bob Peterson

It was a dark and stormy night when freshly commissioned Ensign Robert E. Peterson drove up to the gate at U.S. Naval Station Argentina in November 1969 in a 1963 Ford Econoline, following a very long drive across the island from the ferry terminal at Port-aux-Basques. The sailor on duty directed him to a road leading off into further darkness and the Naval Facility. Upon driving into the parking lot with its bright security lights, dogs immediately surrounded the van, prompting heightened awareness that this duty station involved a serious national security mission. However, further inspection revealed that these dogs served another function, i.e., they were the welcoming committee! After ringing the bell at the gate, my best recollection is that Clarkie let me in and watch officer Bob Hickman officially received my orders to report for duty.

I found myself at Argentina as a consequence of graduate school being interrupted by an abrupt change in draft status, from a '2S' student deferment to '1A' prime rifle-bearer material (...in spite of extreme nearsightedness at 20/800!). I was one of the generally silent majority at the time who strongly supported compulsory national service for all, but was opposed to the Vietnam war. Inquiries on my behalf at the Naval Oceanographic Office got me an assurance of service there following completion of a Masters Degree, so I signed on with the local recruiter (...and got a little help from a friendly optometrist with regard to vision numbers on my medical forms!). However, Bureau of Personnel processing resulted in a slight digression from this expectation and I ended up at Newport, R.I., as an officer candidate for regular line duty, with an oceanography designator.

Following indoctrination as a watch and division officer, work at the Argentina NavFac became fascinating! I was already familiar with how sound traveled in the oceans, but had no idea of the capability that existed to track submarines. The morning 'big board' briefings for the captain were a high point for me, because I was able to show him and the day workers how well our crew was doing. The briefings also had a certain 'spy vs. spy' aura to them, offering intrigue and some entertainment value.

Most members of my watch section were single, including myself. As a result, we often took the eve and mid-watches on holidays, with spirits remaining

high. Some of those in the communications unit may recall our Christmas greeting one year. Using the bell on the teletype, we created a series of rings to the tune of 'Jingle Bells' and sent it to everyone on the entire eastern seaboard. But my most memorable holiday watch was a Thanksgiving or Christmas when our senior petty officers and their wives prepared and delivered a turkey dinner for the watch section....that act of thoughtfulness still brings tears to my eyes today.

Since memory will fail me regarding the names of all I served with at Argentina, I will apologize in advance if someone involved in various escapades is not directly addressed. But I could not possibly forget the names of Phil Blauvelt and Bob Masciangioli, the real leaders of our watch section. These two gentlemen knew the business cold and were responsible for the excellent results our section achieved. They also provided guidance and Navy wisdom to the younger sailors. For all this, their division officer remains grateful.

That said, Phil and Bob also liked to fish. We made numerous trips to Lake Dildo to catch trout, enjoying a Blue Star beer or two in the process. A fishing highlight came when I discovered the *Morgan Star*, a 32-foot boat belonging to the Naval Station, was still available for checkout. We 'chartered' her for a day of cod fishing on the bay and returned with probably a hundred pounds of cod, all loaded on a tarp in the back of the Econoline. We set up filleting shop on the lawn in front of Phil's housing, much to the delight of two Newfies painting nearby, who were amazed and humored by how long it took us to fillet a fish!

The Econoline was also pressed into service one day to help recover a moose that Dan Martin shot. He nailed it the day before and quartered it, then left it to freeze while he tried to figure out a way to recover it, being about a half-mile of snowy bog away from the road. A group of us got it out and to the butcher shop, and did indeed enjoy some 'prime rib' moose later on. By the way Dan, I still have the Marlin...a handy companion in the back country where we have a cabin!

Speaking of armament, I have to mention Bob Buzzelli. Bob arrived as a new watch officer and had an interest in guns. When he found out there were abundant supplies of weapons and ammo in the old

WWII bunkers, he managed to check out a .30 caliber machine gun. We took it down to the dump one day and blasted away. The gun then took position in the weapons locker at the NavFac. Nearing the end of a long mid-watch, a training drill was pulled on my section. For some reason, after distributing arms to the watch, it made sense to me to also pull out the .30 caliber and place it on my desk in a commanding position. I recall that my actions resulted in a negative comment on my performance rating as a watch officer.

Once a year, the Canadian Armed Forces would invite all commissioned officers residing in Newfoundland or tied up in St. John's harbor to a 'dining out' party. We were required to show up in full dress uniform for a formal dinner, post-dinner activities throughout the night, and breakfast. Bob Hickman and I attended, along with the Naval Station captain. The full story of the event is too long for this note, but suffice it to say, involved a saluting cannon shooting tennis balls indoors (Bob and I won the contest). The cannon was then 'borrowed' from the Canadians, to be held ransom in Argentina...probably in retaliation for senior officers forcing we contest winners to clean up the debris from the blasting. I have forgotten some details, but do know that it was spirited out of a women's restroom and into a Volkswagen beetle. It was returned, and I believe a formal apology was made to the Canadians by our command, but there was no reprimand....people were laughing too hard for that!

We had a change of command during my tour, with Captain Arno Laux taking over. We got along well, in spite of some initial wariness over the intentions of certain junior officers and his two teenage daughters. While the gymnasium was still open, we played handball regularly and were disappointed to see the facility closed. However, under the leadership of this resourceful naval aviator, we commandeered a Nelson engine preheater, cut a hole in the side of one of the courts, and heated it up one cold winter day. After about 5 minutes of play, the effects of carbon monoxide were distinctly noticeable, so that was a one-

time event. I was saddened to hear that Arno had passed away, as he was a good mentor to me.

One day a P-3 Orion crew arrived for an overnight stay. Getting acquainted over a few beers at the Officers Club, they invited me to come along the following day for a patrol, as they would be returning to Argentina. That was some of the most fun flying I have ever done, and these guys flew the Orion as though it was a fighter, buzzing a Soviet ELINT trawler for photos. Post-script to this is: One of the people I currently work with was an electronics officer aboard that very flight! Small world....I also met someone a year ago who worked on the cable-laying ship that installed the Argentina array!

Following Argentina, I was transferred to Carrier Division Six to serve as oceanographer aboard the USS Saratoga, which was undergoing tests of ways to protect it from a submarine attack. It was a fun job and, fortunately, conducted in the Mediterranean. We were, however, closer to the Vietnam experience, with air crews arriving from combat in the Pacific. Their stories and emotional states were not uplifting. I was discharged from the Navy following that tour and returned to complete graduate studies in Oceanography at Oregon State University.

Today, nearing retirement following a variety of career endeavors, which are ending at the Hanford Nuclear Reservation in Washington, I'm looking forward to time in the mountains hiking, skiing, and boating. I might add: I still really enjoy grilled or baked cod!

Contact me in Richland, WA at: (509) 375-7495  
[repeterson@charter.net](mailto:repeterson@charter.net)

P.S. to Bill Poole: Hope you got over the cravings for ice cream and Pepsi's!

P.P.S: Check out photos on the IUSS CAESAR website!

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# Looking Back On My IUSS Career

by John Cassidy

I was up here in Iceland when the call went out for input to the November 2010 issue of *The Cable*. I thought how lucky I was to have been in the Oceanographic System. If it were not for being sent here in my sixth US Navy transfer - my third to a NavFac - I would never have fallen in love with this beautiful country and the beautiful lady, Gudbjorg Pordis Baldursdottir, to whom I have been married 20 years.

My Navy career began at RTC Great Lakes, IL in September 1961. Looking back on it reminds me of the many blessings I have received and the wonderful dedicated people whom I have met along the way. I wonder where some of them are now, and how they are doing.

At NavFac Lewes, DE I met James Russell, Patrick Dunleavy, and Fred Williams. At NavFac Argentia, Nfld, Jim Peavyhouse comes to mind. Then came NavFac Keflavik, Iceland - the place I most dreaded getting orders to but which would become my favorite duty station. I had heard such bad things about Iceland that I decided to take an unaccompanied tour as it would be a shorter time in what I thought would be an unbearable climate. However, there were many things I loved about Iceland; one of the first was Ysa (codfish) cooked with Mandarin Oranges. I wish I could recall the name of the Navy Cook who prepared it. I remember Al Maultsby; and Gabelein and Carl DiQuollo from the watch bill. I also remember Jack Visser, to whom I introduced a young Icelandic lady, Margret (I'm still in contact with her but lost contact with him). I remember the Ops Officer, CDR Will James and the talk he gave me to improve my performance; then how our watch section performed during an ORI, obtaining the best training score. Just after being offered a day worker position as training petty officer, in what would be my first time off the watch bill in over four years, out of the blue I received early orders to COMOCEANSYSPAC (COSP) in Hawaii. I had extended my tour in Iceland for a year to have my family with me and was disappointed to be leaving.

At COSP my memories are of Chief Cooper and LT Huckabone. I made Chief while there, and Chief Dunleavy was my sponsor. As part of my initiation I had to take the Ford Island Ferry to get my sea time in. I remember making sure that all the old chiefs got home safely after my CPO initiation. I next attended ADCOP in San Diego, CA and earned an Associate Degree in Computer Science.

My next assignment was at Fleet Composite Operational Readiness Group ONE (FLTCORGRU ONE), San Diego, which involved the planning and conduct of tactical military deception operations. While there I again ran into Chief Dunleavy and Captain Scratch. I remember building kites and towing them behind a jeep, racing down the beach, trying to deploy chaff from them. While at that command I did get in some real sea time as I volunteered for several tests and training exercises. I was also fortunate to land and take off from a carrier at sea and to submerge in USS *Pollack* (SSN 603) for ten days. I was next assigned to a special project in Sicily. That was my second overseas deployment and my second-favorite

tour of duty. I worked for a Chief Moore out of Naples. We wore civilian clothes and had civilian passports. This assignment also had some memorable events for me. One was when my wife sent me new clothes for Easter. At our remote site we had mopeds and I took one down to the local town. On the way back to the site a young lady caught my eye and I lost control of the moped. I hit a stone wall and fell off the bike, tearing my new clothes. This was all to the great delight of the young lady, who was aware of her involvement. There was also the time the relieving LT, I, and several others from the host country went out on the town. We were all drinking Grappa (a grape-based brandy) or at least I thought so. The others had switched to water and I kept drinking the Grappa. I was unable to leave with the full contents of my stomach. Ed Haney was my relief. He was a chief at that time and later became an officer. While deployed to the site I let him use my diesel car. He filled it with gasoline and had to bleed the fuel system out. That was not my last contact with Ed.

My final duty station was the NOPF, Dam Neck in Virginia Beach, VA. That is where I again ran into then Master Chief Jack Holdzkom and also Captain Scratch. I retired from the Navy at NOPF in Nov 1982, but my connection to the system was to continue after brief employment with Unidyne and then Wyle Labs. I was hired by RCA to train for the SURTASS program and was the first of several OTs in the program. Mike Wold, Paul Banks, Mary Rossman, Al Hacker and several others also joined the program. I took the third mission on USNS *Stalwart* as Mission Supervisor. I also had missions on USNS *Bold*, USNS *Contender*, and the SWATH-hull USNS *Loyal* during my time in the program, from 1983 to 1995.

It was during this time that I was going through a divorce from my first wife and General Electric won the contract to provide people trained in VAX (computer system architecture) to provide technical support at various NavFacs. I volunteered for the position at Keflavik. It was good to be back in Iceland and I had a good fit with the command. I had made up my mind I was going to keep the position as long as I could, for I felt at home. I started going to the officers club on the base. One evening, a beautiful lady came in to the club and sat close to me and my date. Several nights later, at a different club, I saw her again and asked her to dance. She agreed and, to make a long story short, I later asked her to marry me and she said yes. After becoming engaged, with no date set for our wedding, I had to leave Iceland because my ex-wife was getting married, moving away from Virginia, and our daughter wanted to stay and finish school there. My fiancée gave me her blessing and off to the States I went. She followed a month later and we married in January 1990. I was back on SURTASS then and often away on extended missions, but our multi-cultural marriage survived. Between us we have 7 children, 21 grandchildren, and 4 great-grandchildren. Three of her children, 10 grandchildren, and one great-grandchild live up here in Iceland.



Frikirkjan, Reykjavik, Iceland

Now that I am fully retired, we live in The Villages in Florida. We have traveled to Iceland every year since our marriage and spend about three months at a time here, enjoying nature and our family. Life has been good and although I enjoyed the work and the people I have met and the adventures that I survived, life is family and we have been a family.

The NATO base in Keflavik is closed now. I came up here in 2006, while working for General Dynamics, to remove the last bit of equipment from the Comm Station. The NavFac was already gone. Iceland is a beautiful country and the people are warm and friendly. If you get a chance, I encourage you to visit the Land of Ice and Fire.

## *My Welcome at NavFac Nantucket* by Lou Haskins

In January, 1960 I was happy to leave sea duty and the USS Turner (DDR 834) far behind; or so I thought. I was overjoyed to learn my request for shore duty in Massachusetts was granted. Never mind that, to my knowledge, there were no Navy bases in Massachusetts!

So, back to Fleet Sonar School in Key West, this time for SOSUS training, which was at the end of a wing and behind two Green Doors. After several weeks in beloved Key West, I was off to NavFac Nantucket! I was only vaguely aware there WAS a Nantucket, even though I grew up in Massachusetts. Ignorance is bliss!

Arriving by myself, I made a call from the small airport to the base number given me, and after a while somebody showed up in an open Navy jeep - in winter! It had gotten dark by then, and I'll never forget the drive out to the site. Nantucket was unspoiled in those days; some wealthy people owned much of the land and preserved its historical ambiance. So, here I am, a callow youth, getting farther and farther away from town, driving into what looked like the moors in England: no trees, and little scrub bushes as far as I could see in the moonlight.

I'm playing it cool in my self-assigned role as a "salty sea dog", so I'm not saying anything, but I'm thinking, this is like no Navy base I've ever seen. Finally, we get to a chain link fence with a padlock. The driver gets out and unlocks it. We go inside, and he locks it back up, and I'm wondering, What kind of place is this?" Then he pulls to a stop and says there's where you'll be staying. It's a Quonset Hut!!!



Sheesh!

So, I picked up my sea bag and went in. An E-5 Sonarman points at a rack like I slept in at boot camp and says, "That's yours." The hut is cold and bare. Huddled around a space heater are three guys in civvies, drinking beer. The E-5 (in dungarees) says, "Welcome aboard, want a beer?"

Well, this was as far from a Navy base as I could have ever imagined. The far side of the moon would have seemed more appropriate than this! I was used to the strict routine of shipboard life.

But, back then, I would never pass up a beer, especially when it was free! So, I take the beer, tip back, and am swallowing the golden liquid, when the door bangs open, and a 1st class bos'n's mate appears! He takes one look at me and says "You're on report for drinking in quarters!"

The next day I was at Captain's Mast trying to explain to the C.O. why I was meeting him in this particular manner!

# PEOPLE NEWS – Winter 2010

674 active members and 250 on memorial list

## \* New Members

\***Ex-LT CHARLES ADAMS, USNR** resides in Studio City, CA where he is a Senior Project Manager with Jacobs Engineering Group. Charles served in the IUSS from 1969 until 1971 at NAVFAC Guam and NAVFAC San Nicolas Island. From 1973 until 2002 he was employed as a Civil Engineer and Senior Civil Engineer with the City of Los Angeles (Dept of Airports; Dept of Public Works; and Los Angeles World airports). **OTMI SUSAN ANDERSON, USN (Ret)** Moved to Palm Harbor, FL. **\*Ex-OTA2 JAY ANGEL** is married and has one child. He is currently farming in Lily, KY. Jay served at NOPF Dam Neck from 1985 to 1988 and at NAVFAC Keflavik from 1988 to 1990. **OTAC BRUCE BAKER, USN (Ret)** moved to Port St Joe, FL. **\*Ex-OTA1 DONNA BAKER** is a Manager of Data Technologies and Programming at Chilton, International - a contract research organization in Elizabethton, TN. She served at Brawdy, COSL, Bermuda and RTF Dam Neck from 1983 to 1993. **Ex-OT3 TIMOTHY BEVINS** recently moved to North Stonington, CT. **\*ETC JAMES BOETTICHER, USN (Ret)** of Jackson, MT served at NAVFAC Antigua (1968-71) as an ETN2/ET1.

**\*Ex-OT2 ROBERT BOGER** of Holland, MI served at NAVFACs Grand Turk and Bermuda during the period 1969 - 1975. **\*OTA1 ADRIANE BOOTHE, USN (Ret)** is living in Eastlake, OH and working at University Hospitals of Cleveland as a nurse in Hemodialysis. Her son Aaron is in school to become a nurse as well. Adriane served from 1980 until 2000 at NAVFACs Midway, Brawdy, Coos Head, Adak and Keflavik. She also had tours at COSP, NOPF Ford Island and COMNAVFOR Japan Det Okinawa. **\*OTMC NORMA CHAPMAN, USN (Ret)** served in the IUSS from 1975 until 1996. She currently lives in Port Orchard, WA. **\*Ex-OT1 CHIP CHARNLEY** settled in Ypsilanti, MI. First a Navy spouse at Cape Hatteras (1976 - 77), Chip enlisted in the Navy and served at Argentia, Keflavik and Norfolk from 1977 until 1982. **CMDCM(SW/AW/IUSS) ANTHONY COLE, USN** transferred to Norfolk, VA and took the position of Staff Command Master Chief for Commander Naval Surface Force Atlantic. Tony served at NAVFAC Brawdy (92-95) and NOPF Dam Neck (95-97). He converted to Cryptologic Technician Collection (CTR) in 1998 and served at sea until 2003. Tony recently graduated from the US Army Sergeants Major Academy in El Paso, TX and received his BSL degree. He is pursuing his Master's degree in Military History from Norwich University.

**\*LT GORDON COLLICK, USN (Ret)** served in the Navy and the IUSS from 1973 until 1996 at Key West, Lewes, Barbados, IUWG, NOPF Dam Neck, NOSC San Diego, RTF Dam Neck (2x), Keflavik, CUSP and NOPF Whidbey Island. He currently resides in Oak Harbor, WA. **\*Ex-STG2 CHARLES COSTA** served at Argentia and Eleuthera from 1962 to 1968. He retired from the bakery business in 2003 after owning and operating three bakeries. Charles is a Ham Radio operator - Extra Class. His call sign - N1GQ. Charles and his wife summer in Stoughton, MA and winter in Ormond Beach, FL. **\*Ex-OT2 RICHARD COVALT** served at NAVFACs Grand Turk, Barbers Point and Eleuthera from 1969 until 1973. He has been married for 39 years and has two daughters and four grand-daughters. Settled in Covington, OH Richard is in the process of retiring from the general aviation industry. **\*MR. TOM CRAFTON, WECO/ATT** lives in San Antonio, TX. He has two grown daughters, four grandchildren and two great-grand children. From 1960 until 1995 Tom was assigned Winston-Salem, NC; USNAF Bermuda; Lockheed, Burbank, CA; NAF Okinawa, Japan; Greensboro, NC; Brawdy, Wales (Resident Engineer 76-79); Bermuda (Resident Engineer 79-83). **Ms DEB DAVIS** currently works for the U.S. government in Glynco (Brunswick), GA.

**\*OTMC DEWAYNE DUNCAN, USN (Ret)** resides in Oldhams, VA. During the years 1975 to 1993 DeWayne served at FSS Key West, Keflavik, FLTASWTRACENLANT (3 tours), Antigua, Adak (2 tours), Centerville Beach, COSP, NOPF Ford Island and Bermuda. **\*OTA1 ROBYN DIXON, USNR (Ret)** is a civilian Navy employee at NAWCTSD in Orlando, FL today. She was at Adak and Centerville Beach during her active service (1975-79). Robyn retired from USNR in 2000. **\*Ex-RM2 JAMES DORE** is a practicing attorney in Sykesville, MD. James served at COSL from 1984 to 1986 then served onboard USS NASHVILLE until 1989. He is married and has two daughters. **\*MR. JOHN DORMAN, USNR (Ret)** of Parker, CO served in the Navy from 1968 to 1992. His IUSS tours include San Nicolas Island, Adak, COSP, Keflavik and Mobile Inshore Warfare/Naval Special Warfare.

**MR. GREG DYER, USN (Ret)** recently moved back to Haverfordwest, Wales. He served in the IUSS from 1969 until 1993 first with ITASS on board USS VAN VOORHIS (DE-1028) and USS LESTER (DE-1022). He had tours of duty at NAVFACs Lewes, Cape Hatteras, Argentia, Keflavik, Barbers Point and Brawdy. Greg also served at NOPF Ford Island and NOPF Dam Neck. **Ex-OT2 BILL FELCH** moved from Texas to San Pedro, CA. **\*Ex-OT2 BOB FORD** of Independence, MO was stationed at Adak (1971-72) and San Nicolas Island (1972-74).

**\*Ex-ENS ROGER GILFERT, USNR** of Bedford, NH served as a Watch Officer at NAVFAC San Nicolas Island 1973-74. **\*Ex-OT2 FRED HAIGH** served in the IUSS from 1971 until 1974 at Point Sur and San Nicolas Island. Today he resides in Marietta, GA and is employed as a Process Improvement Consultant with SPAWAR in San Diego, CA. **Ex-OTA1 JULIANNE HART-OXFORD** moved from Anchorage, AK to Sun City Center, Florida. She is the mother of three grown daughters and she has four grandkids. Julianne served from 1980 to 1991 at Brawdy, Keflavik, COSL and Adak. **\*LTC THOMAS HOLCOMB, USA (Ret)** settled in Tucker, GA. He served at NAVFAC Grand Turk as an RM2 from 1968 to 1970. While there he operated an amateur radio station - call sign VP5TH. Thomas retired from Delta Airlines and from the U.S. Army Reserve as a Lieutenant Colonel, Signal Branch.

**\*LT/OTMC RICHARD HOPE, USN (Ret)** is fully retired and living in Goldendale, WA. His IUSS tours (1965 to 1984) included Pacific Beach, Key West, Eleuthera, COMOPTEVFOR, Midway, and Centerville Beach. **\*OTCM LORREN JACKSON, USN (Ret)** of Columbia, SC served at Key West, Keflavik, Adak, Lewes, NUC/NUSC, San Nicolas Island, NOPF Dam Neck, FLTASWTRACENLANT and Argentia. He retired in 1992. Following retirement, Lorren served as an NJROTC instructor and he recently retired for a second time. Today he relaxes, visits his grandsons and "maybe fishes a little"! **\*Ex-OT3 SUZY JOHNSON** of Nixa, MO served at Key West, Eleuthera, Centerville Beach and Argentia from 1976 to 1979. **\*Ex-USNR WILLIAM JOHNSON** of Manassas, VA served as an OWO at NAVFAC Midway (1971-72) and as a DIVO at NAVFAC Coos Head (1972-74). He and his wife Peggy have two grown children and one 10 y/o grandson. After Coos Head Bill went back to grad school and earned an M.E.E degree. He retired in 2007 after 37 years federal service as an engineer working on submarine sonar and combat systems in Washington, D.C.. Today he is a consultant and sole proprietor of WMJ Associates LLC.

**\*LCDR STEPHEN KASPUTIS, USN (Ret)** was IUSS Advanced Technology Officer, SURTASS Effectiveness Officer and Technical Director for Fixed Distributed System (FDS) from 1985 to 1994. He lives in Herndon, VA. **\*Ex OTA3 NIKKI KNISLEY** served at Adak and Whidbey Island from 1987 until 1990. She currently lives in St Cloud, MN. **CDR SUZY KRUPPA, USN (Ret)** settled in Kailua, HI following a successful Navy career. Her IUSS tours include Barbers Point (82-84), Guam (84-85), COSP (85-87) and Keflavik (93-94). **\*STGCS DANNY KYLANDER, USN (Ret)**, wife Kelly and two children (11/13) settled in Mora, MN where Danny is a partner in the family HVAC business - North Country Sheet Metal. He is also a part time 911 Operator / Dispatcher for the County Sheriff. **\*OTMC WILLIAM "MIKE" LAWLER, USN (Ret)** of Portsmouth, VA served at Nantucket (70-71), Keflavik (71-72), Bermuda (72-74), Key West (75), Barbers Point (75-78), Barbados (78), San Nicolas Island (78-80), Guam (84-88) and Dam Neck (80-84 and 88-90).

**Ex-OT2 JOEL LOEPER** served at Grand Turk and Brawdy from 1978 to 1981. He used the old GI Bill to earn a B.A. Degree in Fine Arts (oil painting). His art can be viewed at [wildlifepottery.com](http://wildlifepottery.com). Today Joel teaches pottery (sculpting) and painting. He is also an avid kayaker and fisherman. **\*Ex-LT ROBERT LYONS** of Rochester hills, MI served in the IUSS assignments from 1973 to 1978 at Nantucket (OWO) and Eleuthera (OPS O). Today he is married with three children. Robert has spent 26 years in the staffing/recruiting industry where he is a Vice President at a global staffing company. **\*OTACS CHARLES MATTHEWS, USN (Ret)** is presently working with the U.S. Army as a civil servant (GS-11). His Navy career (1977-1994) included tours of duty at NAVFACs Bermuda, Cape Hatteras, Centerville Beach, Argentia and Brawdy. He also served at FLTASWTRACEN and COSL.

**\*Ex-OTA2 DEBORAH (THORNTON) MCDOWELL** settled in Malden, MA. Her IUSS tours include Keflavik, Dam Neck and ASWOC Brunswick, ME from 1981 to 1988. **\*CDR SHARON (DEEMS) MCFADDEN, USN (Ret)** served at San Nicolas Island (77-81), Keflavik (82-83), Naval Post Graduate School (83-85), SPAWAR two tours, XO of NAVFAC Whidbey Island (88-90) and CO, MSC T-AGOS Unit Pacific (96-98). **\*Ex-ET1 GEORGE MURRY** attended A-school at Key West in 1968 and was assigned to NAVFACs Argentia, Newfoundland and Barbados. Today he is a retired PA Power and Light Technical Training Specialist teaching part time at Lancaster County Career and Technology Center. He resides in Lebanon, PA with his wife and three children. **\*Ex-OTM/DS2 PETER NICOLL** settled in San Jose, CA. His IUSS tours (1980-87) included Coos Head, Guam and SURTASS. He then spent 10 years working for AT&T in CA, TN and NJ. He retired after 10 years with Covad Communications in 2009.

**CDR DIANE OLIVER, USN (Ret)** moved from the Chicago, IL suburbs to Fresno, CA. "In July, I moved from the Western suburbs of Chicago to Fresno, CA. I was teaching in a Community College Leadership doctoral program at National-Louis University in Chicago and then was able to get a tenure track position at CSU, Fresno. The financial situation in CA is terrible, but it is where I am originally from and I really like the university, as well as the colleagues in my department." **\*Ex-OT2 MCKENZIE PERRITT** of Marlboro, MD served at NAVFACs Midway and Brawdy and on board USS GARCIA (FF-1040) from 1975 until 1980. **\*STCS (AC) ROBERT RIDIHALGH, USN (Ret)** served at Antigua (60-62) and Grand Turk (62-64). Today he lives in Carmen, ID and is "still working on SONAR problems".

**CNOCM (AW) SUSAN (SANSOM) FRITZ, USN (Ret)** of La Plata, MD married Michael Fritz on 24 December, 2009. She completed her second Master's degree (MBA) in 2010 at the University of Maryland University College. Sue is still with Commander, Navy Installations Command and has been promoted to the position of Deputy Director Command and Staff. **CWO VANCE SCHMAUS, USN (Ret)** of Grangeville, ID recently completed a 14-month assignment training police officers in the Wardak Province, Nirkh Valley, 20 miles SW of Kabul, Afghanistan. He taught rule of law and community policing to a 48-man Police District. Most of the District was controlled by the Taliban. "I spent a lot of time humping the Nirkh; the roads were all too dangerous to drive on. Each day we pushed the District's Afghan National Police deep into Taliban-controlled areas to show the National Government's face to the village people."

**\*OTA1/STG1 TRACY SELLERS, USN (Ret)** lives in Vinton, IA. He served at Pac Beach, Ford Island and Whidbey Island. Tracy's afloat tours included USS HAYLER (DD-997) and USS HUE CITY (CG-66). **\*OTMC DEANA STEPP (HOLSOMBACK), USN (Ret)** served for 20 years in the Navy including IUSS tours at Argentina, COSP, NOPF Ford Island and CUSP. Today she is enjoying retirement with her husband and their three dogs in Greens Ferry, AR. **\*Ex-OTA1 TOUWANA TATE-EDWARDS** of Chester, VA served at Whidbey Island, Adak and Okinawa during the years 1987 to 1991. **\*LCDR WILLIAM TEETZ, USN (Ret)** served as XO, NAVFAC Barbers Point, Hawaii from 1972 to 1975. He resides in Woodbridge, VA. **\*OTA2 JOHN (JACK) TENPENNY, USN (Ret)** of Dunedin, FL served at the following IUSS commands from 1972 until 1989: Keflavik, COSL, IUWG Little Creek, USS ALBERT DAVID (FF-1050), San Nicolas Island, NOPF Ford Island and NOPF Dam Neck. **\*RMCM (SW) BRIAN THOMPSON, USN (Ret) and Ex-CF OCEAN OP ANITA (SINCERNY) THOMPSON** settled in Norfolk, VA. Brian was an RM1 and Anita an Ocean Operator at NAVFAC Argentina from 1979 to 1981. They married in 1981. Brian retired from the Navy in 1996.

**\*OTAC GEORGE WILLIS, USN (Ret)** and his wife of 29 years, Yvonne settled in Enterprise, AL. They have three grown children. George's Navy career spanned 22 years from 1975 until 1997. He served at Barbados, Argentina (twice), Brawdy, Pacific Beach, and Dam Neck (twice). Since retirement he has worked in the computer programming and software development industry. "Was very fortunate to have worked with such resourceful, skilled and talented people as I had the pleasure to serve with during all IUSS assignments. I can attribute the majority of accomplishments and successes that I have achieved up to the present time to the challenges and rewards of working with the IUSS during the 1970's, 1980's, and 1990's. What a Great System!"

## In Memoriam

We regret to report the passing of the following thirteen "shipmates" from our IUSS Community, whose names have been added to our website In Memoriam page since the last issue of **The Cable**. Sadly, the In Memoriam page now contains 250 names.

Last name	First name	M.I./aka	Rank/Rate/Title	System Affiliation	Deceased
COMOLLI	Stephen	A.	RM1	USN 1973-75	2004
CORSO	Frank	R.	OTA1/STG1	USN 1986-2003	Nov 2003
FRANZ	Zane	L.	STC	USN 1960s	Jul 2008
KELLER	Francis	G. "Frank"	CWO3	USN 1979-80	Mar 2010
LeSESNE	Rae	H.	Civilian	COSL 1970-79	Jun 2010
MAKAS	Robert	"Bob"	STG2	USN 1961-65	Mar 2010
MOLTEG	Rudolph	W. "Rudy"	OTC	USN 1960s-1970s	May 1987
NOEL	Johnnie	G.	OTAC (AW)	USN 1970s-1980s	Jun 2010
PAWSON	Roger	A.	CWO	USN 1970s	Jan 2010
RENNE'	Wayne	E.	OTMC	USN 1962-1988	Jun 2010
ROLLINS	Walter	E.	RM1	USN 1970s	May 1993
SMITH	David	L.	Jr. Officer?	USN 1960s	Mar 2010
SMITH	Warren	H.	STCM	USN 1950s-1960s	Feb 2010

# ***IUSS / CAESAR***



## **Alumni Association**

### **IUSSCAA Staff**

Director - CAPT Jim Donovan, USN (Ret)

Founder/Director *Emeritus* - CDR Ed Dalrymple, USN (Ret)

Deputy Director - OTCM Jack Holdzkom, USN (Ret)

Software/Webmaster - OTCM Rick Matthews, USN (Ret)

IT/ISP Support - Russ Lownie, Ex-OT2, USN

Cable Production - CDR Ellis Sutter, USN (Ret)

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***Remember to visit our website:***

**[www.iusscaa.org](http://www.iusscaa.org)**