



Hooter Hilites

A Publication of the USS Sea Owl Association

Web Site: <http://www.ussseaowl.com>

We still give a hoot!

June 2004 Issue



Shipmates & 1st Mates

As we head into the months of summer, we must now begin thinking of our upcoming reunion in Baltimore, MD. The reunion is only successful if shipmates attend; I have included a registration form with this Newsletter. Let's make this reunion as great as every other that we have had. Come to Baltimore -- it's a great area to explore!

Because of the expense (over \$300 per issue) of producing and mailing the Newsletter, and because of the apparent lack of readership (it appears not everyone reads the Newsletter), I have decided, beginning with the next edition, there will be only three issues per year: one going out after our annual reunion, one prior to our Groton picnic, and another prior to our next annual reunion.

Shipmates present at our Mobile reunion will remember "little" Tommy Whitman (Shipmate Tom Gilbert's grandson) singing the National Anthem at our business meeting. Tom Gilbert has reported that "little" Tommy has been given a clean bill of health from his doctors; Tommy's cancer is in remission. Great news for the Gilbert family, good news for everyone that knows Tommy!

The "Good Guys" has been removed from the logo, since it was mentioned during the Mobile reunion that some shipmates did not like the "Good Guys" logo on our shirts. In its place is now "SS 405". Ed is also looking into getting a few golf shirts with pockets on them, which was another request.

In the December 2003 Newsletter, I asked shipmates to submit written proposals for future reunions. I have had one shipmate actually get in touch with a hotel. I have not received any written proposals. It would appear that the city of choice for our next reunion will again be a tough decision.

I would like to congratulate Shipmate Gib Hanley TM 49-51 on his appointment to District One Commander of USSVI. Gib will be overlooking USSVI bases in CT, MA, ME, NH, RI & VT.

Groton Picnic News

Our Groton summer picnic is behind us and was a huge success. As in years past, Ed Welch CS 68-69 has again pulled off a great time for everyone that attended. At the encouragement of Shipmate Ken Johnson Ltjg 62-65, we celebrated the 60th birthday of the USS Sea Owl. I do not believe that anyone present went without a piece of the birthday cake. I personally want to thank each and every shipmate and 1st mate that attended. Your support of the Sea Owl Association is what really keeps the Association moving forward. With the sale of Ship's Stores items, the raffle and the 50-50 that we ran at the picnic, we were able to send John Leers home with a check for \$1,000. This \$1,000 will help pay for buses and other items that we will need at the Baltimore reunion. Ed has already told me that he's going to set up a clambake at next year's picnic. Get ready for next year !!

An interesting event took place during this year's picnic: While we were having our picnic/reunion at a local park, other families were

taking their children to the park and a lady in the park noticed our Sea Owl banners. She informed one of our shipmates that her husband was onboard the Sea Owl during the War. It turns out that she is the wife of Shipmate Bill Allison EM 44-45. I did get to talk with her for a few minutes; she was very interested in whatever happened to other shipmates that she knew while they were stationed in Panama after the War.

Departed Shipmates

Ed Peters, EN 56-59

According to the Florida Times Union newspaper, Ed Peters passed away on April 3rd, 2004. Ed was very active in both USSVI and SubVets of WWII. I believe that Ed had attended every reunion that we have had. He was also the Shipmate that would attend to the wreath during SubVets of WWII Memorial Services at Kings Bay. Everyone will miss Shipmate Ed Peters.

Sam Dougan RM '59

We never made contact with Sam; this report came in from Shipmate Tom Dougherty SN 58-59. Sam was living in the area of Kearny, NJ.

Remembered Shipmates

As we go through our busy days, let's remember our shipmates that need our prayers and thoughts during tough times.

Shipmate John Bergren ST 52-53 had to cancel at the last minute his plans to attend this year's Groton picnic. Doctors put him in the hospital for 7 bypass operations on his heart. John is home doing well; his e-mail is back and running. Shipmates may remember John traveling to the picnic in his retired ambulance. I got the opportunity to see the back of John's rig. It reminded me of a mix of the after battery crews' sleeping quarters and the drawer in the work table in the after torpedo room. John had a submarine mattress, green mattress cover and all, plus all the tools, ready to do whatever job needed doing. Of course, as with the drawer in the after room, each time we took a roll, the tools in the drawer would re-adjust themselves to a new position. I'm sure that each time John took a corner or hit a bump, his tools would find a new resting place.

Shipmate Tom Gilbert MM 63-66: As everyone knows, Tom was one of our shipmates who was instrumental in getting this Association started. He was our first President, leading the way that he thought we should operate as an Association set up for our shipmates. Tom has been told by his doctors that there is no more they can do for his heart condition. I have spoken with Tom and he sounds in good spirits. He has received many cards from his shipmates, and I know that we all send our prayers and thoughts to Tom & Suzy during this time.

Shipmate Mike Polhemus SO 56-57 is presently taking chemotherapy to fight cancer. He was able to attend the Groton picnic and it's good to see his sense of humor is still intact. We wish Mike the best, as his plans for making his home a Bed & Breakfast go forward.

Shipmate Mack Harvey TM 57-60 is also back on his chemo treatments. The part that Mack is dreading the most is the 180 mile trips twice a week that he will have to drive for the treatments which will continue for a year.

Baltimore Reunion

I have included the registration form with this Newsletter. Should anyone require another form, they are available via our web page, www.ussseaowl.com or call me, I will mail you another form.

From the Editor

Let me first of all state that I do not agree with Roy's decision to cut back on the newsletter from four issues to three per year. In fact, I have requested, and Roy has agreed, that it be placed before the membership at the Baltimore reunion and that all members be given the opportunity to vote on this important matter. This newsletter is the only medium that communicates with all members of the Sea Owl Association on a regular basis. The health of many of a growing number of our members makes it difficult or impossible for them to attend reunions. Many do not have e-mail accounts. Virtually all have a mailing address. If, as Roy claims, this newsletter is not being read, then it is my fault as editor for not making it interesting or informative enough. This is very much your newsletter and I am always open to suggestions, ideas or articles you, as members of the Sea Owl Association, would like to read about.

As stated above, included with this issue you will find a registration form for the Baltimore reunion in September. I invite you to use the back side of this form for comments and suggestions regarding this newsletter. Even if you are not planning to attend this reunion, please take the time to do this and send the form to me or to any of the Association officers. Tell us what you like about it and what you don't like about it.

USSVI Membership

If you are not currently a Life Member of USSVI, you should give serious consideration to becoming one before the dues increase becomes effective on January 1, 2005. Present life member dues are a real bargain compared to what they will become after this increase. For me, having just turned 65 in May, USSVI Life Membership at the current rate was only \$50.00. Were I to wait until next January, at age 65 Life Membership it would cost me \$300.00!

What are the benefits of being a member of USSVI? First, is that you receive "American Submariner" magazine four times a year. This is an excellent publication filled with articles of interest, both of a historical nature and related to the present and future of the U. S. Navy Submarine Force. Membership also gives the opportunity to affiliate with a local chapter, and enjoy the fellowship of others who share the bond that being a "Qualified Submariner" represents. I am, for example, an active member of the Groton Base and have, since becoming a member nearly two years ago, attended every monthly meeting unless out of town for some reason. For me it is a two hour drive each way and worth every mile.

Perhaps the most important reason of all is stated in the USSVI Creed, which reads in part, "To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments."

Sea Owl Birthday Party

As Roy mentioned, during the Groton Picnic this year we celebrated the 60th anniversary of the launching of Sea Owl with a magnificent

cake. Sea Owl's actual launch date was May 7, 1944 and we were celebrating it just over a month late, but the cake was truly a work of art. I believe the cake was actually made by a Groton area Stop and Shop supermarket. My original suggestion was just to use the photo of Sea Owl's launching. The addition of the image of an envelope mailed on the day of launch in 1944 came from someone else. (Can you believe the three cent postage stamp?!)



A "Bravo Zulu" goes to Shipmate Ed Welch for this one. As an aside, I tried very hard to get a "plankowner" who was actually on deck during this launching in the person of Stan Ainley to join us for this celebration. While Stan and his First Mate, Lois, were not able to attend, I saved the lower right-hand corner of the cake for them and delivered it to their home in Rhode Island the next day. Stan reported by phone on that Monday that it was delicious.



Since Stan was not available to do the honors of cutting the cake, we chose Shipmate Rufus Weaver CS1 47-59 for the task. Rufus, as you probably know, holds the title for having served aboard Sea Owl longer than anyone else.

Cold War at Sea Conference

From May 4 through May 12, 2004 I was privileged to participate in a series of events, which were part of a program jointly sponsored by the Naval War College, USS Saratoga Museum Foundation and the Watson Institute for International Studies at Brown University. A group of twelve Russians visited the U. S. to participate in various

programs over a very busy week. It was an opportunity for former adversaries to meet and discuss events of the Cold War in both a formal and informal setting. Each of the sponsoring organizations had their own agenda and their own series of events.

For the Saratoga Museum Foundation, which owns and operates the Juliet Class Russian submarine in Providence as the Russian Sub Museum, it was an opportunity to reunite two retired Russian navy officers who once served aboard this ship. One, CAPT 1st Rank Vladimir Zaitsev (Ret), was the Commanding Officer from 1973 to 1977. The other, CAPT 2nd Rank Valery Gregoriev (Ret) served as Torpedo Officer in 1992. From May 4 through 7, they and RADM Bogdan Malyarchuk (Ret), along with interpreters, visited several high schools in Rhode Island. It was a unique opportunity for these kids to meet some real Russian submariners and ask questions about the Cold War.

Friday, May 7th and Saturday, May 8th were occupied with sessions at the Naval War College in Newport. U. S. Navy participants included ADM Carlisle Trost, USN (Ret) who served as CNO in the late 80s, ADM Stansfield Turner, USN (Ret) who headed the CIA in the Carter Administration and RADM Summer Shapiro who headed U. S. Naval Intelligence. The sessions which I attended on May 8th were interesting and stimulated more than one lively discussion among participants.

Sunday, May 9th was a day to celebrate VE Day at the Russian Sub Museum in Providence and on Monday, May 10th more discussions were held at the Watson Institute at Brown University in Providence. Luncheon speaker was Francis Gary Powers, Jr., son of the U2 pilot shot down over Russia in 1960.

Tuesday, May 11th was spent touring the Groton Submarine Base, Submarine School, USS Alexandria (SSN 757) and the Submarine Force Library and Museum.

Wednesday, May 12th saw their departure for Russia from Boston, but first we were able to treat them to a tour of the USS Constitution given by a young Seaman crew member who is a native of Russia, born in St. Petersburg.

While events of this week received little notice from the national press here, a film crew from the Russian television network was present during the first few days and it received network coverage in Russia. This week was, in many respects, an historic event in its own right. Hopefully it was just a beginning of an improving relationship between the former Soviet Union and the United States and there will be many more such meetings in the future. The legacy of the Cold War is a vast inventory of weapons on both sides of enormous destructive power that must not be allowed to fall into the hands of fanatics who would not hesitate to use them against us. Events such as this will hopefully lead to a trusting and cooperative relationship between our nations that will help create a safer World.

Personally, I look forward to visiting Russia for the International Submariner Convention which will be held in St. Petersburg in 2006. My goal between now and then will be to become fluent in Russian so that I will not need to rely on interpreters to communicate freely with them. Meanwhile, through the Russian Sub Museum and its parent organization, the USS Saratoga Museum, I hope to contribute to a better understanding of Cold War history.

I have many photos of this week from a variety of sources. Among my favorites are a picture of Sergei Khrushchev and Francis Gary Powers, Jr. arm in arm and smiling at a party given at Professor Khrushchev's home on Saturday, May 8th. This is truly a different relationship than their fathers had back in 1960! Others are photos

of VADM Yuri Sysuev on the Alexandria periscope and CAPT Gregori Zykov sitting at the controls of the Alexandria. CAPT Zykov once commanded a Northern Fleet Tango class Russian submarine and is a 1998 graduate of our Naval War College. Today VADM Sysuev heads the Russian equivalent of our Naval War College, the Kuznetsov Naval Academy in St. Petersburg, and CAPT Zykov is a professor there.

RC Submarine Update

On July 24 –25, 2004 the SubCommittee will be holding its annual Submarine Regatta in Johnston, Rhode Island. This will be my first opportunity to see radio controlled submarines in action. I am not yet “hooked” on this as a hobby, though I have been seriously contemplating enclosing my backyard inground swimming pool so that I can use it during the winter months for such things.

Movie Review: The Enemy Below

This is an oldie from 1957 that has recently been released on DVD. Robert Mitchum stars as the Captain of the USS Haynes, a DE and Curt Jurgens is the Captain of a German U-boat during the Battle of the Atlantic. The U-boat is attempting to rendezvous with a German raider when detected on the surface by the Haynes. Mitchum, new as CO has yet to prove himself to the Haynes crew, but soon proves himself a match for this wily U-boat commander. They engage in a deadly “cat and mouse” game of wits and eventually end up with both losing their ships, but gaining a mutual respect for each other.

This one may be hard to find in your local video rental outlet, but is readily available through NetFlix, if you have a subscription. It is definitely worth a second look, if you have seen it before, or a first look if you haven't. NetFlix is a great way to rent old movies or new ones for that matter. You can set up a queue of movies on line through their Web site and you can have three movies at a time. As you return each movie, the next one in your queue is mailed to you automatically.

Interesting extra features on the DVD are some old MovieTone newsreels from WW II. Your kids may find it hard to believe that there was once a time before there was television, when movie newsreels were virtually the only visual source of news beyond the still photographs of newspapers and magazines.

Sailors Rest Your Oars

One of the saddest parts of doing the newsletter is the listing of those shipmates who have departed on “eternal patrol” since the last issue. Since the last newsletter we have lost two shipmates:

Ed Peters, EN - 56-59 – April 3, 2004
Sam Dougan, RM - 59 – (date unknown)

We extend our deepest sympathy to family and friends of our departed shipmates.

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The 40's

June 2004 Issue



National WW II Memorial Update

By Ken Johnson

May 29, 2004 was the date of the long awaited dedication of the National World War II Memorial on the Mall in Washington, DC. I am looking forward to visiting it during the September Reunion at Baltimore and hope that many of you will get to see it as well.

Also on May 29, 2004 the U. S. Postal Service issued a special stamp commemorating the event. For those of you who served aboard Sea Owl during WW II, I have used this stamp as postage to mail you this newsletter. I understand, from others who have visited it, that there are computer terminals available where you can look up the names of those who have been registered.

Memorial Day Service

By Ken Johnson

This year's Memorial Day service at the National Submarine Memorial (East) in Groton was a very special one in that it marked the 40th anniversary of the dedication of the Memorial.



During each year's Memorial Day service, the Memorial is decked out in full glory as shown here. Flags for each lost boat are arranged and mounted at each stone and during the service these are manned by Submarine School students who dip each flag as its name is tolled and the bell from the USS Sea Owl is tolled. Yes, you read it right. The Sea Owl's bell is in the custody of the USSVI Groton Base and is used during this service, as well as during each monthly Groton Base meeting to toll the boats lost during that month. This year's service featured VADM Kenneth Carr, USN (Ret) as the speaker. Adm Carr spoke of what life was like during WW II. He spoke of the hardships and sacrifices made on the home front to support the war effort, something today's generation can only imagine, and mentioned the names of legendary submariners whose legacy is preserved in this memorial. The service was very well attended and the weather was perfect.

Over the years, this Memorial has evolved and originally it was located at a different site. Briefly, its history is as follows. In June 1963 the conning tower, fairwater, and periscopes of the USS Flasher (SS 249) were given by the Navy to the U. S. Submarine Veterans of World War II and they were used to establish a memorial. On September 28, 1974 the memorial was moved to its present location. In the years following, granite stones for each of the 52 submarines lost in WW II were added around the walks. These stones are engraved with the submarine name and number, date lost, location, patrol number, how sunk, and how many lost.

On September 2, 1995, 50th anniversary of the surrender of the Japanese, the Wall of Honor was added at the south end of the site. Patterned after the Vietnam Wall in Washington, DC, the polished, black marble stones in this wall list the names of 3,617 submariners lost during WW II. The names are listed in alphabetical order without regard to rank or rate.

WWII Diesel Boat Era vs. Today

By Ken Johnson

Recently Roy e-mailed a description, written by Michael Skurat, of what life was like aboard diesel boats during World War II. Michael is a member of the USSVI Groton Base and the Central CT Chapter of SubVets WW II. This document, for those who have not read it, is a wonderful perspective on what life was like for a WWII submariner and should be required reading for all who serve today aboard our modern nuclear submarines.

In reading this, I was impressed both by the similarities to life aboard a diesel submarine in the 60s and the differences to submarine duty as it is today. I don't remember the personal hygiene and smells aboard being quite as bad at what is described. Sea store cigarettes were still only 10 cents a pack in the 60s for example.

Dramatic changes have taken place in both the Groton Submarine Base and Submarine School and a Los Angeles Class nuclear submarine has little in common with a WW II diesel boat. During the Russian visit in May, I had the opportunity to accompany them during their tour of the Submarine School and the USS Alexandria. My comment after touring the Alexandria was that it resembled Sea Owl and Halfbeak only in that it could dive and surface and the officer's bunks were about the same size. Food is probably comparable as well. Much of the training is now done using computer simulation, something that could not have been dreamed of during WW II. Shiphandling is taught using virtual reality computer graphics and much of the computer-based training can be run on board using laptop computers or the ship's computer network which incorporates large, flat-screen computer displays. Allegedly, this network runs using the Windows operating system. One would hope that it is a more reliable version than that used for home computers, especially if it is used during tactical situations. Getting the dreaded "blue screen" or message that Windows has encountered a fatal error and has to quit in the middle of a tactical situation could ruin your day!



The 50's

June 2004 Issue



Shipmates at the Groton Picnic

The 50s were particularly well represented at the Groton picnic this



year as you can see in this photo. L to R rear are Herb Peterson, IC 52-54, Frank Limpert, QM 47-51, John Leers, YN 53-57, Rufus Weaver CS 47-59, John Evans, EN 53-56, Walter Redin, TM 48-49, and Bob Kreeger, TM 50-54. L to R front are John Souza, YN 51-53, Francis Maguire, ENC 51-57 and Bob MacGregor, SN 62-63. (Shipmate Mike Polhemus, SO 56-57, was also there, but is not in this photo.) Well, most of them in the picture were aboard in the 50's and if we got any names wrong, please excuse us.

The annual June Groton picnic is a great opportunity for those in the New England area to get together, swap sea stories and generally have a good time. This year we were blessed with great weather and as usual Ed Welch did a great job putting it all together.

Fog Horn Caper

By Mike Polhemus, SO 56-57

This story takes place on the same op as the "Great Rice Caper":

After weapons and provisions loadout, we headed north across the Atlantic to our station up in the GIUK Gap. We ran submerged for a while, as I recall, shortly after leaving New London, then surfaced a day or two later and made the lion's share of the transit on the surface. We ran single, intermittent radar sweeps and the lookouts were counseled to keep a sharp eye out for both airborne and submerged contacts. I think we dived only a few times for contacts. Our course took us through the southern reaches of the iceberg area and lookouts were told to be especially watchful for "calves" (small detached icebergs). I don't remember if we ever did see any, but the tension level on the bridge was palpable. After a few days of this routine on the bridge - and the boat in general - boredom set in and that breeds mischief! The seas weren't bad - maybe 8-10 feet long period swell so it was "up one side" & "slide down the other". Just calm enough for the mischief makers! If it had been 15 to 20 foot

seas, I rather suspect they'd all have been in their racks holding on for dear life!

I was the mid watch section leader and went up on the bridge for some air & to "check things out" around 2AM. The watch was "loose" & seemed to be doing their job, but the OD was a bit tense. If I remember correctly, the OD might have been Lt. J. P. Sassano - but I'm not sure of that. Whilst topside - between conversations with the watch - I heard the distinct sound of a large ship foghorn. And it was foggy! I said "Listen! - there's a fog horn!" A few seconds I heard it again and this time the OD did too! I thought it was odd the lookouts didn't hear it but dismissed this since my "Sonar Ears", superior hearing and training in interpretation of acoustic phenomenon were, I fancied, considerable. The OD immediately called the CO, so I went below to make more room on the bridge. Besides - I had done my part (a most important part too!) protecting Sea Owl. I think I mentioned it to the watchstanders in the conning tower (QM, radar & helm) & they too simply said "Ohh." - or something like that.

After no more fog signals were heard on the bridge, the Old Man finally went back to his bunk around 3 AM.

When I was relieved around 0345, I went to the crew's mess & got a cup of mud & something to eat. I don't remember just who told me - and I'm not even sure it was that morning - but shortly, someone filled me in on the "ruse". EN3 Jake Lockman and ENFN Speiglehalter had taken to sticking their heads way up in the forward engine air induction outlet and "making like the Queen Mary"! I couldn't believe it, so they told me to go up on the bridge & they'd show me. Sure enough, about ten minutes later - clear as could be - I hear another "big ship's foghorn". These guys were good! And I'll tell you, it was authentic sounding too! They called a halt to it at about this time and to the best of my knowledge it went no further than the group who were "in the know". I don't believe the Wardroom ever did tumble to it.

Wanted - More Sea Stories

In case you were wondering, "morskaya baika" is how you say "sea story" in Russian. Yes, I do have a few I could tell, but I am more interested in a few good Sea Owl sea stories. Mike Polhemus has come through again with a good one for this issue and I am always grateful to him for his contributions.

Anything is fair game as long as it is not hurtful or slanderous. The truth can be stretched or embellished, but don't use language the FCC would not allow to be broadcast over the air. Remember, this is a family publication and you might not want to have your children or grandchildren know *everything* you did once upon a time. Political correctness is not ever required or even welcome here. Rank or rate doesn't matter either, since we all left it behind long ago anyway. Good "sea stories" like good wine generally get better with age and a beer or two (or more) can often help your brain cells to remember the good stuff. Again, if you prefer to remain anonymous, Howland Owl will graciously accept credit for them.



The 60's

June 2004 Issue



Reflections on a "Cold War" of Sorts

By Ken Johnson

When I was first asked by Frank Lennon, President of the Saratoga Museum Foundation, if I would be interested in participating on a panel at Brown University during the recent Cold War at Sea event, I agreed. I saw it as an opportunity to end what could be referred to as a personal "cold war" I have had with Brown over the years since graduation. Since the mid-60s, due largely to student protest of the Vietnam War, ROTC has not been available at Brown. At the time I attended, both Air Force and Navy ROTC were available. Regular NROTC status paid my tuition for four of the five years I spent there, earning a degree in Mechanical Engineering and a Navy commission. The extra year was necessary to complete the necessary requirements for graduation with an engineering degree because the Naval Science courses only counted for half credit.

While I had some questions about what I could contribute to a panel discussion, I agreed to participate and Frank added me to the list of participants. When I saw that he had me listed as a CDR, USN (Ret), however, I had to correct him. I told him that I left the Navy in 1966 as a LT, but perhaps he might be interested in what I did afterward as a Design Engineer at Westinghouse Ocean Research and Engineering Center and Program Engineer for 637 Class SSNs at NAVSHIPS. As a result, he changed my listing and instead of being on a panel which discussed submarine operations from an operator's perspective, I was on a panel with Sergei Khrushchev and others discussing submarine design. Still, with some reservations about what I could talk about, I managed to get an invitation to the Saturday session at the Naval War College in Newport so I could get a better feel for what was being discussed during the panel sessions. Since the session at Brown was not until the following Monday, this gave me time to prepare.

The topic I chose was submarine safety and the legacy of Thresher in respect role that the loss of Thresher played in the development of U. S. Navy submarine design and rescue methods. As it turned out, I followed Sergei as a speaker and hoped that what I had to say would be as interesting as his presentation. I began with the following personal comment, "I am a graduate of this great university where we meet today. I am in fact a classmate of Professor Roger Barnett. We studied Naval Science here in a building named Lyman Hall. Last week I visited Lyman Hall for the first time in 42 years. Today they no longer teach Naval Science and the art of making war there. It is a center for the performing arts and the place where we assembled in military formation is now a theater. For me this is a sign that the Cold War is over and we can now study more peaceful subjects."

I had seen the name Roger Barnett on the program and had seen him again at Newport where he moderated one of the discussion panels. I had wondered at the time whether it could be the same Roger Barnett who had attended Brown and been in my class. Indeed it was. I had brought with me on Saturday a couple of newspaper clippings from 1961. One had a photo of me on the steps of Lyman Hall with then Under Secretary of the Navy, Paul B. Fay, Jr. who was visiting the Brown NROTC unit. Roger and I had also been on the NROTC Drill Team at Brown together which had won the State competition three

years in a row. Roger had gone on to make the Navy a career and retired as a CAPT, then went on to become a Professor at the Naval War College. As it turns out, he and others who were on the program had worked with VADM Arthur S. Moreau, Jr. at the Pentagon, but that's another story. (LCDR Arthur S. Moreau, Jr. was my CO on USS Halfbeak in 1965-66.)

Several of the speakers at Newport had talked about different signs that showed them that the "Cold War" was over. This is the entrance to Lyman Hall at Brown University today.



The sign on the door reads, "THEATER, SPEECH and DANCE LYMAN HALL. I took the picture from almost the exact spot that the 1961 photo was taken.

I knew this transformation had taken place some years ago, but had not been inside until this visit. Personally, though I still feel it was a mistake to eliminate NROTC from campus, I like the present use of the facility. I like to think that the small role that I played as a "Cold Warrior" helped make the transformation possible.

I ended my talk as follows, "Another tragic submarine loss occurred in August of 2000 with the loss of the Russian submarine Kursk in the Barents Sea. The U. S. and other nations stood ready to offer assistance in the rescue of the 22 men aboard who, as it turned out, survived the initial explosions which caused the Kursk to sink to the bottom. Mistrust and hesitation on the part of the Russian Navy and Russian government officials caused the loss of valuable time. They chose instead to go it alone and tried valiantly with their own resources to rescue these men.

In closing, let me offer a personal observation. We may never know if the men of Kursk could have been saved if there were a more immediate cooperation and understanding between our navies and also that of the British. Let us hope that conferences such as this one over this past week or so create such a level of understanding so that these men of Kursk did not die in vain and continued development of trust between us can become a legacy of Kursk."