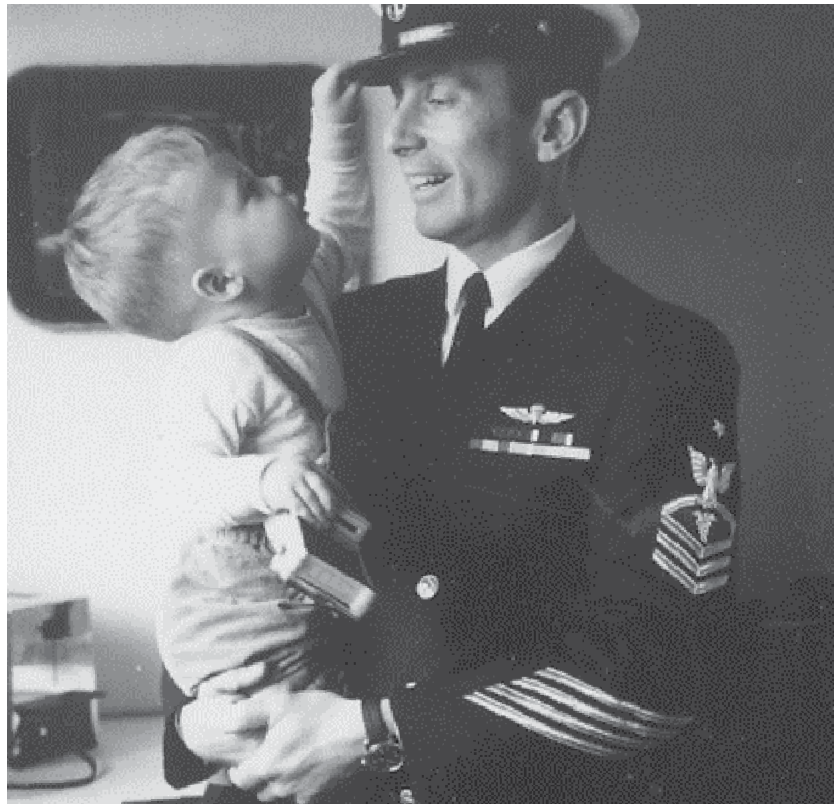


Buddy Line



Fraternal Order of Underwater Swimmers School, Key West, Florida

DON STONE SCHOLARSHIP



Don Stone: Friend of the Sea & Science Teacher Extraordinaire

The Don Stone Scholarship will support students from Palm Beach or Broward County who wish to pursue a course of study or research in preserving coastal waters and lands. The scholarship will cover the tuition for four years of education with the funds allocated each year at the beginning of the academic term.

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School Officers**



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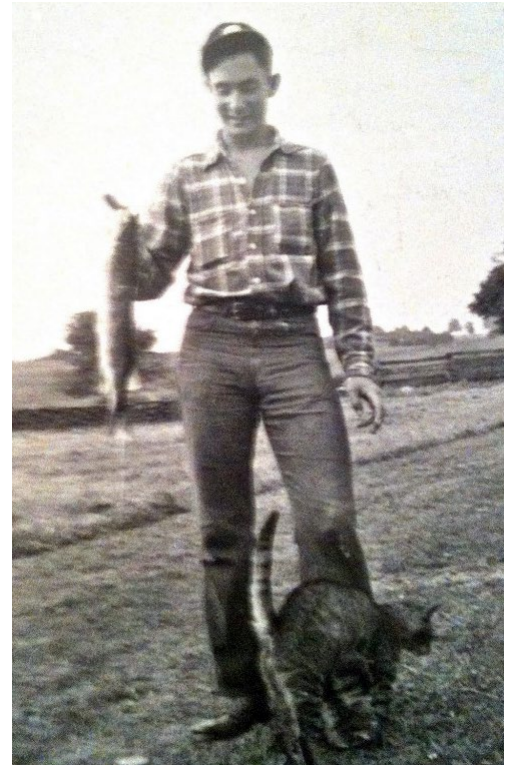
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There are many examples of great minds, great innovators and people who dared to dream big without fear of failure or concern for what others may say. One such pioneer in the stewardship of the South Florida coast and marine environment is Don Stone, "friend of the sea and science teacher extraordinaire". The Gumbo Limbo Nature Center joins with the friends and family of Don Stone to celebrate the pioneering spirit he brought to the art of education, always ensuring a connection to the ocean he loved.

Growing up in Philadelphia, Pennsylvania, Don preferred to escape the city to fish and hunt in the woods, becoming a lifelong nature lover. His studies to become a wildlife refuge manager were interrupted by the Korean War as he left college to serve in the Navy. There he became a deep-sea diver and SCUBA diver.

He was an instructor at the Navy Underwater Swimmers School in Key West, then a Navy SEAL serving with SEAL Team 2 in Little Creek, Virginia. After his last tour, as an instructor at the West Coast SEAL training facility

in California, Don retired from the Navy in 1970 and the family moved to Boca Raton where he continued his education at FAU.





Don's second career saw him switching from Navy divers to middle school students; he taught science at A.D. Henderson University School for 25 years. He shared his love of nature with his students, both in the classroom and on many field trips, and encouraged them to appreciate and protect the environment. Year after year, his students named him their favorite teacher. In 1993, the Palm Beach County School District agreed, naming him "Teacher of the Year." Don also taught evening science courses at Palm Beach Community College for many years.

Don helped spearhead the mission to make Boca Raton a regional leader in safeguarding environmentally-sensitive lands. His work as chairman of the city's Environmentally Sensitive Lands Management Committee was vital in this effort. He was also a long-time member of the city's Marine Advisory Board, where he facilitated the installation of mooring buoys to protect Boca's reefs. Don's love of the ocean and appreciation of nature stands out, as does his dedication to securing Florida's coastal treasures for future generations.

Gumbo Limbo celebrates this pioneer, and is forever indebted to Don for his work behind the scenes in creating the Nature Center and ensuring this natural gem would be available for everyone to cherish. While we are starting by supporting one student, our goal is to raise enough funds to help many more future marine and environmental leaders by guaranteeing them continued financial support across their academic tenure and honoring the legacy of a man who spent his life protecting the land and inspiring people around him.



The Gumbo Limbo Environmental Complex, commonly known as the Gumbo Limbo Nature Center, is a nature center operated by the City of Boca Raton, Florida in conjunction with the Friends of Gumbo Limbo and the Greater Boca Raton Beach and Park District.

<https://www.gumbolimbo.org/>
1801 N Ocean Blvd
Boca Raton, FL 33432
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Rudy's Memories

(continued from the May BuddyLine)

... I gave the emergency signal (four jerks of the line) and there was no response. I swam quickly to the next diver, checked his depth gauge to make sure mine wasn't broken, and signaled him to follow me. We swam down the line and closed with the next swimmer on line. He was about 30 feet off the bottom in 220 feet of water and tied to the search line. He would not respond to any of my signals, so we headed up to 150 feet and pulled him in. We continued hauling the line until all the swimmers were collected, and then started up slowly.

On a previous chamber run to 300 feet, I remembered the decompression stops for a 3-minute bounce dive as being 3 minutes at 20 feet and 3 minutes at 10 feet. I planned to add three minutes to each of these stops before surfacing. At 30 feet, I took our search line, tied knots at 20 and 30 feet measuring the lengths with my arms, removed my rubber UDT life vest, and inflated it after tying on the line. I kept tension on the line by swimming upside down as my men gathered around me. Soon they were going around me in one large circle. I began to think I was dizzy when I looked in the opposite direction. A 15-foot hammerhead shark was circling 20 feet away. My guys were keeping me between them and this menacing handle-bar monster. Fortunately, it was only curious and eventually swam away.

Although we surfaced a long way from our boat, they quickly spotted us in the calm water and picked us up. We called it quits for the day and headed home, showing no signs of decompression sickness.

The next day we ran a clump search for the aircraft. A 150-pound weight was lowered to the bottom trailing two lines 40 feet above with a loop at each end for the swimmer to slip his heel into. The boat would slowly cross the search area towing the divers below. Kapperser and I made the first dive. We were being towed in very rough seas by an ASR (Air Sea Rescue) craft when I noticed a line to my right. Rather than risk losing it, we both left the tow clump and swam to it. Sure enough, it was tied to the missing aircraft.

The heavy current made it impossible for us to swim the line to the surface. I thus tied the smaller line I carried and used my inflatable life vest to raise it to the surface. By now we had run out of air. When we hit the surface, heavy seas beat us brutally. We had to take off our heavy lungs and tie them to the float. Heavy rain began to fall, reducing visibility to only a few feet. For thirty minutes we stayed that way waiting for the squall to pass.

When it did, we could hardly see the ASR two miles away. I waited until the boat was closer before igniting my emergency hand held smoke flare. They saw the signal and we were picked up. Afterwards, we tossed two large markers over the side and headed home.



We anchored the barge near the buoys the following day. After a quick dive we found that the aircraft was belly up in 160 feet of water. We would have to rig a new lifting harness to keep it from tumbling. This required us to pass a one-inch nylon line under both wings and tie the two lines together above the fuselage. I decided to run the line under the lower wing with Kappesser helping. I had to remove my double tank lung and push it ahead to fit under the wing. It was a slow process but I finally passed the line to Kappesser on the other side before swimming back out. We had no further difficulty lifting the aircraft back aboard the barge.

The question facing test engineers at that time was whether a pilot could withstand the gravity (g) force if he pulled the curtain underwater. The ejection charge contained a small detonator tied to a small charge of ballistite, a slow burning explosive. Lt. Hamilton, as a qualified Navy pilot, volunteered to be the subject on this project. Accordingly, he was strapped into the ejection seat while on the platform wearing a helmet, flight suit and yellow life vest. He was then lowered to a depth of 30 feet, while breathing from his oxygen mask. I and another diver acted as safetymen positioned on each side of him.

The test began with a quarter charge of ballistite, which went off without any mishap. Bill felt fine. He also felt fine after the half and three quarter charges, so the engineers advanced to a full charge.

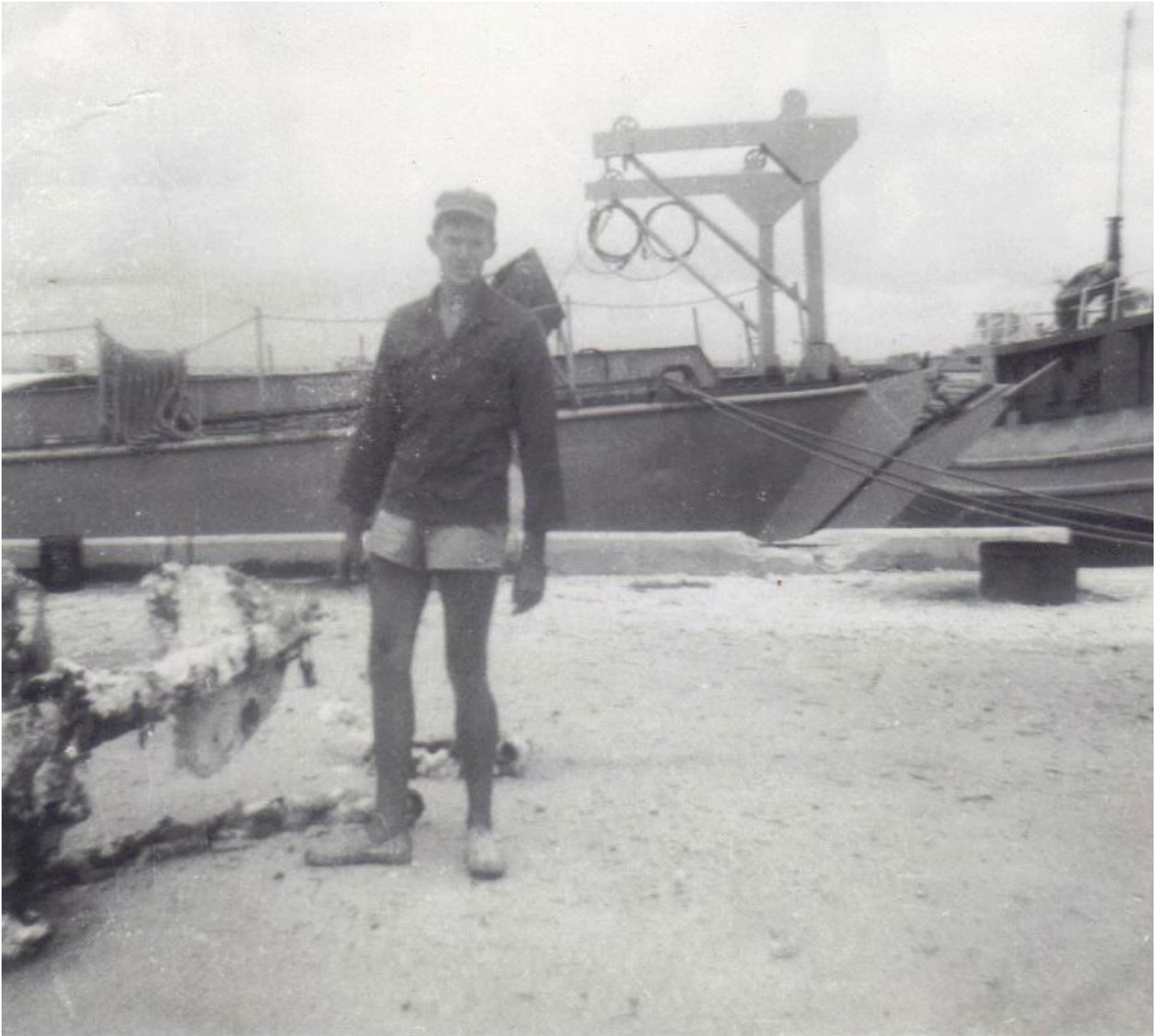
On this test I knew from the loud explosion that followed that Hamilton was in trouble. As he shot upward, his limp head fell forward. We quickly released his seat belt, dragging him to the surface. It wasn't easy, for he is a big man, well over 220 pounds, and the flight suit made him even heavier. We also had to force our safety tank regulator in his mouth and hold it there on the way up.

Fortunately, he regained consciousness after a few minutes on surface. We later learned the three quarter charge had only partially detonated, leading all to believe it was safe to move ahead. A fully detonated three quarter charge probably would have been all he could absorb safely. Though he never complained, Bill suffered severe back pain that later plagued him many years in retirement. It's a shame for it took great courage to volunteer for such a test. (For more on Captain William read his book *Night Fighter*, but his co-author, Charles Sasser, introduced a lot of fiction when Bill's mental condition had faded considerably just before he passed away in 2017, so don't believe everything written.

(to be continued in the November 2021 edition of the BuddyLine)

*What do you remember about
UWSS?*

Send them to buddyline@uwss.org



In early 62 out at Sand Key, this anchor was poking out of the sand and seen while doing buoyant free accents. Since we had the handy winches on the “U Boat” we took it home. Whenever we had a student reported early, we would get free labor, so we put them at work cleaning up the anchor. In Key West next May,

you can visit the anchor, Master Diver Hewlett comshawed it to the base and it sits at the front entrance to the old Beach Patio on Truman Beach. Never did find out what he got for it.

Dave G.

In the picture are Dave Gholson, The anchor and the “U” boat.

FROM THE MAILBAG:



I graduated from UWSS in 1962. I still claim to be the only person to graduate from UWSS while wearing glasses. I have never seen a picture of anyone else.

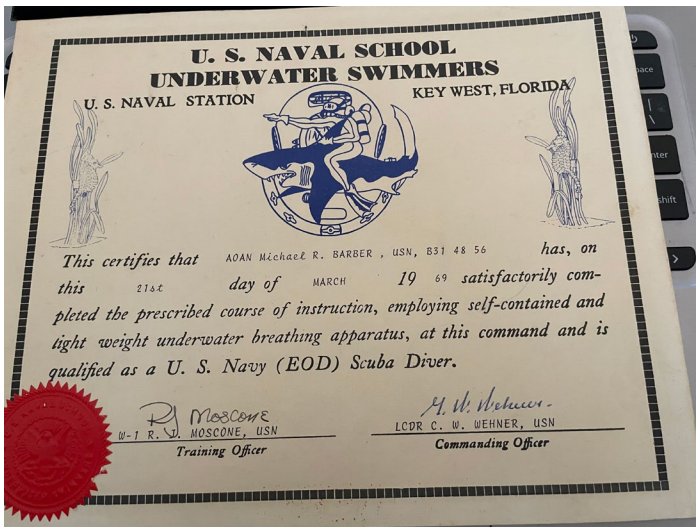
I knew that I couldn't pass the eye test, so I went down to sick bay on the U.S.S. Independence and memorized the eye chart forward and backwards.

I think that I got to UWSS sometime in November of 61. The C.O. Cdr. K Ploof looked at me and sent me to medical for an eye exam. Of course I still remembered the eye chart so I read it off to the good doctor. He said "You memorized the eye chart didn't you" I replied that I had, and he said if you want it that bad, I'll tell the C.O. that you're good to go.

I don't go to reunions any more. I don't know anyone anyhow. And, nobody is interested in my sea stories.

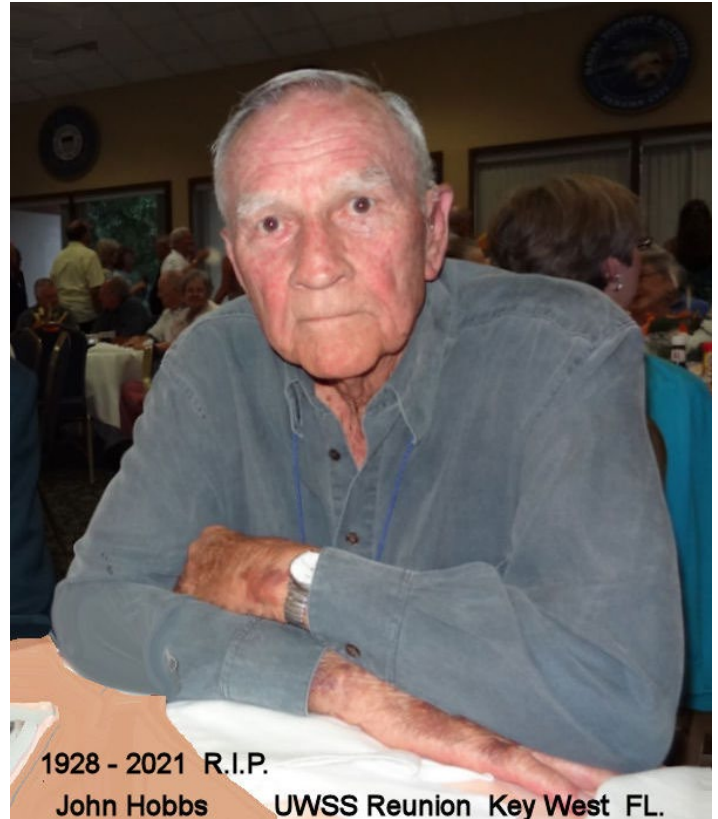
It's stroke-kick-glide-beer.

Dean Ab-Hugh



from Michael Barber

sent by Doc Riojas



Hi Jim

Thank you for the email. I hope I will be able to for to this event.

Maybe my son Dave Jr and his son Jake can join us. David is a us army man, but got out in 1989. Then David went to college (GI Bill), & received his 4 year degree, (Business Management), & now working for AT&T (25 yrs).

I am looking forward to our trip. Regards,
Dave Hastie

Thanks Jim, I have read it from cover to cover. Rich



I have had talks with the Command Master Chief at Key West. Command is very receptive to us coming down. Gateway is going through a reorganization and couldn't commit to us that far ahead, but they understand our commitment by the CMC.

The plan is to put the reservations and the call to meet in the BuddyLine and announce it in other navy diver Facebook pages at -4 months. As usual we cut off reservations at -30 days.

We advertise tours (snorkeling trip, Sunset sail and Conch train and the discounted prices. To get the discounted tickets they require advance payment. ITT requires me (and Ken) to personally show up at the office and pay in advance for all tour tickets. We can do that Wednesday to have the tickets ready for registration. ITT no longer has discount car rental.

We have the Chiefs Club reserved 1630 to 2000 Thursday May 19, 2022 and longer if we want. They will provide bartenders: Rent-free for us. We also have use of it Friday and Saturday for our membership meeting. I am working on some casual entertainment for the Icebeaker.

Gateway has stopped food service, so the banquet will not work. From the search I did in 2017 the hotels in Key West are cost prohibitive. I will keep working on it but our best (and cheapest) is to cater in at the Chiefs club. I am searching now for a restaurant that will serve us breakfast Sunday morning,

We will identify those members who do not have a valid DD2 (active or retired military ID) and list them with security for passage through the gate. This information can be obtained through the registration process. I will work with Ken on the reservation form. Security on an active-duty war mission base is usually a big pain, so we need to pay attention to this.

I have had discussions with people in the Cruise industry. We are looking at several options for four-day cruises departing Monday May 23, 2022 and returning that

Friday. Also have a line on some hotels for Sunday May 22, in both Miami and Ft Lauderdale. The advantage of the Hotel is they will allow your car to be parked in their lot, and shuttle you to the pier. They

will pick you up Friday and take you back to your vehicle. If you have ever parked at the pier, you know it is about 25 bucks a day, not to mention the traffic of 3000 passengers arriving at the same time. Nice thing about our UWSS neck ID wallets is they work for the cruise ID.

Itineraries and prices will be available in a week or so. The tickets must be paid for 90 days out. If we get 8 couples (2 per room) the price takes a pretty good drop. (About 12 percent, and 20 % for 16 couples.) Normally they give you a free passage, but we can apply that perk to reducing the price for everyone. Since this is not an official UWSS function, bring your friends and neighbors.

I would appreciate any comments on this report. —Dave G.

Please respond to our May 2022 Reunion poll sent along with the BuddyLine by email.

If you didn't get the email contact Dave Byers for help.



PAT GLENN MARTIN

10 May 1937 to 10 April 2021

Pat was born in Cramerton, NC to the late Roscoe Konklin and Clara Bell Martin.

Pat served 23 years in the United States Navy. During that tenure, he served with Underwater Demotion Team 21 and Seal Team 2, qualified in Explosive Ordnance Disposal, and was an instructor at the Underwater Swim School at Key West, FL. In addition to these accomplishments, he also proudly served during the Vietnam War era. After his time on active-duty service, he taught NJROTC at Granby High School for twenty years. Pat was a member of Bayside Baptist Church and the Steadfast Sunday School Class. He prioritized his life on three principles: God, Family, and Country. Proverbs 22:1 was an anchor for his life. Pat was an honorable man and a devoted husband, father, grandfather, and great grandfather. Some of Pat's happiest times were spent exploring the mountains, camping with his family and friends, and hiking various trails. He hiked many miles of the Appalachian Trail throughout his lifetime including the beginning of the trail in Georgia and the end of the trail at Mount Katahdin in Maine. Pat was well known as a strong Christian man, his keen sense of humor, his love of birds, and animals – especially dogs. He and Glenda were passionate travelers and were fortunate enough to visit at least 22 different countries and 46 states in the USA.

DON MOTTO

UWSS 1972, EOD MU1 and Det Concord N. California



JOSEPH H. BROOKS

22 August 1932 to 2 September 2019

Joseph was born in Toronto Canada. He grew up in Niagara Falls, New York. An Eagle Scout, he graduated from Niagara Falls High School and later Syracuse University in 1956. Other education during his career included an MBA from the University of Alabama, the Air War College and the Army War College. Most of his adult life has been dedicated to service. After college he joined the U.S. Navy then transferred to the U.S. Army. In the army he served as an active duty officer and much later as a reserve officer. In his last assignment as a Major General he played a significant role in army port operations in Europe and the United States during the Desert Storm in Iraq. He was an active member of many civic organizations in his community.



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**UWSS all-service commemorative coin
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Chelsea, OK 74016-5262

Questions? e-mail: jhoule@me.com
or phone (352) 249-9140

*All logo items are pictured on the web site
www.uwss.org/LogoGear.html*

**Baseball cap – blue, embroidered logo
\$30.00 each**

Cap \$3.00 less if ordered with shirt

Fraternal Order of Underwater Swimmers School
Buddy Line Newsletter
25810 East 330 Road
Chelsea, OK 74016-5262

*The Fraternal Order of Underwater Swimmers School was formed
in order to keep lines of communication open between personnel of the armed forces
who were staff or students at the U.S. Naval Underwater Swimmers School
Key West, Florida from 1954 to 1973.
One of the most important reasons for our existence as an organized group
is to plan for and participate in biannual reunions.*

MISSION:

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