

Index to Robert LeBaron Interview

Abstract of Interview: Mr. LeBaron's experience in the Navy.

Biographical Note: Robert LeBaron was a member of the US Navy Submarine Service between 1964 and 1972. He was a machinist's mate in the nuclear engine room aboard the *USS Henry Clay* then the *USS Thomas Jefferson* stationed in Holy Lock, Scotland, and Rota, Spain. After his enlistment, LeBaron found employment at Alabama Power Company's Farley Nuclear Plant in Houston County, Alabama.

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Place of Interview: Home on Buie Rd.; Columbia, Al

Name of Indexer: D. Paris

Date of Index: June 07, 2007

Topical Index to Interview

Initials	Side	Counter	Topic/Response
RL	A	001	Introduction
RL	A	015	School: Went from school in California to prototype school in West Milton, NY, where Mr. LeBaron learned to operate equipment.
RL	A	040	Getting there: Spent Christmas '65 with family before going to prototype school. Picked up men in Chicago and Detroit. 4 men that ended up at school together got an apartment.
RL	A	060	Daily routine at prototype school: 12-hour days: 8 hours watching and 4 hours studying. Mr. LeBaron was first in his class to qualify. (Self-paced system)
RL	A	090	Description of systems required to learn in order to qualify: The Reactor, pumps, steam generators, turbines, electrical system and the Water Wheel.
RL	A	125	Significance of the White Belt: White belt represented being qualified. Black belt represented a student. Different colored belt represented teachers of different fields.

RL	A	142	Experience in front of the board to pass qualification: His white belt was thrown away. Scored 95 % accuracy.
RL	A	162	Mr. LeBaron's rank going into the program: Was a class 3. Had trouble mustering the other students. They viewed him as an equal, so they didn't listen to him. The instructors eventually demanded their respect to him.
RL	A	191	House life: Robert cooked and his roommates cleaned.
RL	A	205	Washouts: There was about a 20% washout rate in each class. Those that didn't finish were given a job elsewhere in the navy.
RL	A	237	The <i>USS Woodrow Wilson</i> : Missile sub. Orders were late, causing him to move into a new apartment for a short time.
RL	A	243	Girlfriend's family assets: Rented house on Lake George during trotter horse races, owned a bar and empty lot they used for parking.
RL	A	268	Temporary orders: Went to Connecticut for a 13- week course for auxiliary equipment. Extra training increased his pay each month.
RL	A	305	The <i>USS Henry Clay</i> : Was transferred to ship in October for upkeep and mission in the Mediterranean.
RL	A	315	Getting "pinged": Signals from other ships would hit the submarine, causing vibrations and a loud "pinging" noise.
RL	A	344	Physical Components of a Submarine: Needed about 1,000 feet of water to submerge. Depth measured from keel. 33 feet from keel to top of the deck of the tube. 15 more feet for sail. Hull- 33 feet in diameter. Sail kept boat from rotating in circles. Sail made of sheet of metal. Compared to a router.
RL	A	382	Missiles and Statistics: 1- 3 warheads. 3000-mile range. Fired 5 missiles in area the size of the pentagon. Landed 3000 miles south in Atlantic ocean.

SIDE B

RL	B	001	Out of Spain to United States
RL	B	013	Trip on plane: Had to stop to refuel. Were served a large meal. Enlisted men were served before officers, so officers missed out. Meal was still being served when plane was ready, so they made it to go.
RL	B	045	Role between officers and workers: Men knew their jobs. Officers' job was to tell enlisted men what to do. Being on a nuclear submarine gave workers right to question officers. Mr. LeBaron claims this is the reason for his attitude.
RL	B	084	Jobs: Many men had specific jobs. Other men were there solely to keep watch.
RL	B	104	Tension between crews: 2 crews per boat. Switch out with each other. Blue crew and gold crew to represent colors of the navy. Mr. LeBaron served on both teams. Crews hated each other.
RL	B	129	Cabin life: Teams alternated being on the boat. 3 months on, 3 months off. Time off was for R&R (30 days), studying and training new crewmembers. 30% turnover. Acknowledging seniority was a way of choosing bunk beds. Tall people were sometimes uncomfortable. Marked their territories- Engineers stuck together, etc.

RL	B	250	Getting to the boat: A shuttle took them by air launch to the boat. Took about 3 launches to get the entire crew to the boat.
RL	B	258	More pictures: Taken from the deck, while traveling to the boat, pier at the tender, some taken after patrol, some during watch, around loft, tugboat, garbage scow, diesel generators fueling boat
RL	B	278	Tray 1, Slide 18 (Fueling Boat): Pulled up to diesel fuel line from tender that put gas into a tank that was on its forward wall.
RL	B	290	Fed Ritz crackers to seagulls that would fight over them.
RL	B	294	The Bull Ring: On stern or bow. Used to be towed or pulled into tender.
RL	B	305	Men laying around: Unloaded pallets. While waiting for the next pallet, they were free to do as they pleased. No schedule as long as they got the job done.
RL	B	322	“Cold Iron” watch: Watching an engine that has been turned off and cooled down. Takes about 8 hours to completely cool. Takes about 30 minutes to get from cold iron stage to main engine power. Cooled off by flooding steam generators and circulating through the condenser, moving the heat.